PLANNING TO SAVE CROTON.

AN ABUNDANT SUPPLY RESERVED FOR THE FIRE DEPARTMENT.

Policemen Warning Householders to Economize—The Pressure in the Mains Now Reduced to Five Pounds to the Square Inch.

"You never miss the water till the well runs dry," said Deputy Commissioner Hamlin, of the Department of Public Works, yesterday. "When there is a short supply, people realize what a necessary thing water is, and yet only those who are already inconvenienced by the diminished supply exert themselves to economize. This morning the department was called upon for a supply of water for the sewer traps at the street corners to prevent the escape of sewer gas into the streets. Permission was given to take water for the purpose from the Fire Department hydrants."

"How about the closet pipes of houses in elevated portions of the city?" the reporter asked.

"Well, we have to economize the stock of water even at the expense of the comfort and convenience of householders."

"We are now saving a portion of the aqueduct flow daily," said Chief Engineer Newton, "not because of any voluntary economy of citizens in the use of water, but because we are adhering to the policy of closing the outlet gates sufficiently to curtail the supply to the service mains. We are in this way now saving over 15,000,000 gallons a day of the quantity furnished by the aqueduct, and this goes into the storage lakes at Central Park. The larger lake there is now as full as it can be without backing water into the aqueduct. The smaller lake, which was empty a few days ago, has now about 40,000,000 gallons in it. It has a capacity of 150,000,000 gallons. The drain upon the Croton basin greatly exceeds the supply from Croton River, and the accumulation of water in the Central Park reservoirs is not a gain in stock of water, but is only a transfer of stock to the place where it can be brought more promptly into use in case of fire. It will be the policy of the department to keep up the stock in those reservoirs under all emergencies."

"In case of the exhaustion of the supply in the Croton basin, what will be the first step taken by the department?"

"We do not anticipate exhaustion. It certainly must rain in the next ten days or so enough to replenish the supply from the Croton River. If the worst comes to the worst, the supply to manufacturing industries will be cut off first and we will keep enough on hand to put out fires even if we have to shut off private houses from supply. Instead of 90 or 100 gallons a day for each person, as is usually the consumption, people can get along on a gallon a day each, when brought to it. I have lived on a gallon a day myself in the Arctic."

The following order has been issued:

NEW YORK, Oct. 28, 1881.

TO PLUMBERS: In consequence of the rapid decrease of the reserve supply of water in the storage reservoirs and lakes in the Croton Basin, I am under the necessity of checking still further the supply and consumption of water in the city, and am obliged to take extraordinary and stringent measures to attain that object. Any interference with the carrying out of these measures, and will service pipes or fixtures in houses, on any pretext whatever, whereby the amount of water delivered into any building is increased, will be followed by immediate and permanent revocation of your license.

HERMAN O. THOMPSON, Commissioner of Public Works.

The following correspondence was made public yesterday:

NEW YORK, Oct. 26.

To the Hon. John J. Gorman, President Fire Department:

In consequence of the necessity of further closing down the outlet gates of the distributing reservoir, it is of the utmost importance that the telegraph line between your headquarters and the gate house be in perfect order, and I beg to request that a fire alarm system will have to be constantly patrolled, in order to detect at once any defect which may occur. Additional men have been stationed at the gate house to open the gates as quickly as possible upon receipt of the signal from your headquarters. Very respectfully,

HERMAN O. THOMPSON, Commissioner of Public Works.

NEW YORK, Oct. 28.

Hon. O. Thompson, Commissioner of Public Works:

SIR: I have the honor to acknowledge the receipt of your communication of the 26th this morning, and to say in reply thereto that a test of the connections between the gate house in Central Park with those headquarters has always heretofore been made daily, but that the test hereafter, during the present scarcity of water, will be monthly. In addition to the telegraph alarm by signal, the telegraph office is also connected with the gate house by telephone, and as a further precaution the commanding officer of the Fire Department at the gate house has been instructed, whenever the signal for increased water pressure is sent, to send a member to the gate house to see in person that the signal has been received by the person in charge of the gate house. Very respectfully,

JOHN J. GORMAN, President.

The Fire Department has been making daily tests of the pressure in the water mains. The results are withheld from the public, but it is stated that, taking high and low ground together, there is during the active fire extinguishing hours of the day a pressure of five pounds to the square inch, whereas, with an ample supply, there would be a pressure of forty-five pounds to the square inch. The policy of the Water Department in keeping up the supply in the Central Park reservoirs, Commissioner Greene says, the Fire Department against present jeopardy. The amount of water consumed by the department is in itself not a matter of great consequence. The total amount used last year only amounted to a little more than one-third of one day's supply from the aqueduct. The Fire Department does need water, however, it requires a full head and a strong pressure in the mains. The mains and water pipes themselves are described as forming a reservoir containing 8,000,000 gallons of water, but this, of course, is of little use without a strong water behind it to force it out.

The Excelsior Steam Power Company at 13 Spruce street, which supplies THE SUN office and other newspaper offices and printing establishments with power, yesterday made arrangements with H. W. Greene, 12 Elm street, for a supply of water from one of a battery of the Croton. Mr. Greene furnishes a number of large factories with steam power from his place in Elm street. He went there so as to be near the old Manhattan well at Elm and Reade streets. He says that the old well, besides supplying water to a paper mill on Elm street, can furnish about 200 gallons a minute. It furnishes fine drinking water, crystal clear, which is habitually used by the paper mill employees. Mr. Greene has a driven well which can supply 200 gallons a minute, and he says that in case the Croton fails, he can not only supply his own needs, but can supply water to manufacturers and others. He is now putting in a pump for that purpose.

On Thursday night and yesterday morning the police were engaged in notifying householders to be economical in the use of water. What result there will be we could not be told yesterday. The Department of Public Works has not much hope of any relief from the voluntary action of householders. Police officers say that they had many complaints of insufficient supply. In the neighborhood of Lafayette place and Astor place many houses receive little or no water from the Croton mains. The residents there have to get their supply from the artesian well in Father Drumgoole's Boys' Home, at Lafayette place and Fourth street.

There are many complaints from barbers, saloon keepers, and others, who are accustomed to making a lavish use of water. In many places notices are put up calling upon customers to be moderate in their use of water. The following notice has been posted in every room in the Fifth Avenue Hotel:

Owing to the great scarcity of water, all persons will see the pressing necessity of the greatest possible economy in its use.

"People may as well get used to a short supply in this emergency," said Water Engineer Newton yesterday. "The consumption of water increases so rapidly that before another aqueduct can be built the entire quantity that can be furnished by the present aqueduct will be a short daily supply. It will take five years at least to build another aqueduct, and before that time the full supply of the present aqueduct will be very short rations."

There being a dearth of water in the tenements in Mott street, between Bleecker and Houston streets, the hospitalities of the Bridgant in the yard of the Police Central Office were yesterday tendered to the residents. About 200 persons used it.

A. G. Bogart & Bro.'s carpenter shop in Bank street took fire last evening. The upper floors were all ablaze by the time the engines arrived. A twenty-inch main in Washington street burst, and an ample supply of water became the great trouble. There was, therefore, no delay in opening the gates in Central Park.

Interesting Events in Owen Quinn's Life.

Twelve years ago Owen Quinn came to this country from Ireland, and found employment on the farm of a young widow at Upper Montclair. He liked the place, and as he also liked his widow, he aimed at making himself her husband instead of her hired man. He soon doubled his efforts, and for some time thereafter [illegible] and milk.

[illegible] received a letter announcing that he was the heir of a deceased relative in Ireland. He [illegible] the property, and about the same time [illegible] Mr. Quinn's hired man married the widow. Mr. Quinn married Bridget Kent of Broadway, also from Ireland, and that of her soon expired. Mr. Quinn's property proved to be really the couple imagined. A few weeks ago Mr. Quinn's barn was burned. In an anonymous letter Mrs. Quinn says her husband has been [illegible] and that he will be murdered. Mr. Quinn filed the letter, and [illegible] Justice Dean, in Newark, yesterday, was fined $10 and costs, and required to give $500 bail to keep the peace.

Danger in the Electric Lighting Current.

Three fire alarm circuits were made useless on Tuesday, the magnets being destroyed and the relay magnets burned out in the telegraph office of the Fire Department Headquarters in Mercer street by contact with the wires of the Brush Electric Light Company. The Fire Commissioners yesterday passed a resolution, which after reciting these facts, ordered the department counsel to confer with the Corporation Counsel relative to taking legal measures to force the Brush Company to pay for the damage done, and prevent similar accidents from happening in the future. Were the wires thus rendered useless in the neighborhood of a large fire, the delay in summoning engines to the spot might be sufficient to allow the conflagration to spread.

A NEW ROUTE TO NEW HAVEN.

The Plans of the New York and Connecticut Air Line Railway Company.

The organization of the New York and Connecticut Air Line Railway Company was completed yesterday by the selection of officers for the New York end as follows: President, Sheldon Collins; Vice-President, H. C. Hepburn; Treasurer, C. V. Sidell; Secretary, Thomas N. Browne; Directors, J. D. Mowry, Norwalk; B. A. Sands, F. W. Ford, Sheldon Collins, H. Walter Webb, William F. Black, Thomas N. Browne, C. V. Sidell, David Lydig, H. C. Hepburn, G. L. Clark, Providence, R. I. All of the above-named gentlemen except Mr. Mowry and Mr. Clark are of New York. As the law requires separate officers for Connecticut, the following have been chosen for that end of the line: President, Samuel A. Olmstead of Norwalk; Vice-President, Sheldon Collins; Treasurer, C. V. Sidell; Secretary, Thomas N. Browne; Directors, P. T. Barnum, Bridgeport; Samuel E. Olmstead, ex-Gov. Miner of Connecticut, Charles D. Ingersoll, Henry C. Hepburn, C. V. Sidell, Sheldon Collins, H. Walter Webb of New York, W. M. Douglass of Providence, and George R. Cowles of Norwalk.

One of the directors said yesterday:

"We propose to build a new road on a direct line from New York to New Haven not far from the present line of the New York and New Haven road, but further from the shore and straighter, so that we shall go directly through the main places rather than some distance away from them, as the present road does at Norwalk, Westport, and other points. Our line will run forty-five miles in Connecticut and seventeen miles in New York. It will be fourteen miles shorter than the present line by reason of being laid out so as to avoid the sharp turns and out-of-the-way curves that make the present line of the New York and New Haven road a marvel to engineers. It is impossible to say why such an inconvenient and tortuous route should have been designed for, or should have kept the entire business for so many years.

"Another advantage of our route will be that we shall have but one drawbridge—that over the Housatonic. The New York and New Haven road has always been subject to vexatious delays, which have been caused by the law of Connecticut in operation since the great disaster at Norwalk requiring a full stop of each train before crossing a draw. Our maximum grade will be only forty feet to the mile, so that we shall be able to make much quicker time, besides running less risk of accidents over half a dozen draws.

"There is business enough to support the new line. The New York and New Haven Company is running trains with great frequency, and it carries about 100,000 tons of freight a month. They carried over 3,000,000 passengers last year, and I understand that they were not able to meet fully the demands of business upon their facilities. As we calculate to save at least half an hour in time, besides touching the big places directly, instead of by feeding branch roads, we think there is a fair prospect of our securing business. We can make a profit of 10 per cent on a business equal to one-fourth of the business now done by that road. Our capital is $6,000,000, and we are capitalized at one-third less than any other road running in that direction.

"The general idea of the present enterprise was originated in 1873, but capitalists have been very reluctant to competition with a great corporation now controlling the business. This is the first corporation organized under the General Railroad act of the State of Connecticut, and we have had a tough time of it in getting under way. But we have, we think, removed all the obstacles, and work fairly expect to be running in eighteen months. We have had the benefit of surveys previously made, and have had surveys made under the supervision of our own engineers, John Schuyler, formerly engineer of the New York and New Haven Railroad, and N. B. Schmidt of Providence, R.I. Our report with the engineers' profiles of the route, has been filed in the office of the Secretary of State of Connecticut at Hartford, and after requisite legal forms are complied with we shall set to work.

"The method of running into and through the city of New York is yet under discussion. A survey has been made for a connection with the Hudson River Tunnel, now in process of excavation, and there has also been some talk of coming in on the Second Avenue Elevated Railroad, whose local business does not seem likely to interfere. These matters are yet in the merest infancy. You may be sure we shall come in some way. We have secured the shortest and safest route, and the money is ready to build the road. There are no engineering difficulties of moment, and no reasons why the proposed road not be completed in two years.

"So far as I know Mr. Vanderbilt has nothing to do with this scheme. His plan is to go around by Springfield. We cut across the triangle, and go very nearly as the bird flies. The people along the line are anxious for the competition. They have been in mortal fear that the Camden and Amboy rule, when competing capitalists were anxious to get in, but could not."

GREENWICH, Conn., Oct. 28.—P. T. Barnum is taking an active interest in the Farmel Railroad and its recent reorganization. He says in a printed interview: "The object of the new company is to have a road built which will not exceed two cents a mile in its charges. It may can save half an hour by avoiding transfer alone, that is another object. Vanderbilt has made a proposition to buy anything we might have to sell, and we have kept the slight edge off the offer of the company and see our mats. He said he would see about it. That is all the negotiations that have been between us. I wish it distinctly understood that I consider the enterprise a perfectly good investment. If the road is built I am confident we can make some arrangement to take Vanderbilt's freight. The moment the road is accepted by the Railroad Commissioners we shall go right ahead. The company has many vital advantages over the proposed road in process of survey by Vanderbilt's agents, and if Vanderbilt can get his road going by next summer, as he says, the Farmel can still be ahead of him. There is plenty of money behind the company, and millions are ready to go in as soon as required. Personally I do not care so much who builds a parallel road. If Mr. Vanderbilt should construct a road under certain restrictions, such as charging two cents a mile, I would not particularly object. But we shall never sell out unless the interests of the public are secured by rapidity, safety, and cheapness of fares."

RATTLING WITH A HURRICANE.

The Steamship Titania Plunging Through Mountains of Water.

The new and stanch steamship Titania of the Red Star Line was a forlorn-looking object as she lay in her berth at Hoboken yesterday. Her lifeboats looked like kindling wood; her bows had been stove in and looked like the side of a crushed bandbox; the wheelhouse was roughly boarded up, the wire cables of the rigging were bent and twisted, and the bridge was a wreck. The crew moved about the ship with bandaged heads and limbs. First Officer Cooke said:

"We left Dundee on the 6th of October, and for eleven days we had a succession of rough and fine weather. At 10 o'clock on Oct. 17 a heavy sea from the southwest struck the ship on the port side, smashing one of the lifeboats and the upper bridge rail. At noon we experienced a furious hurricane, accompanied by terrific squalls and a fearful sea. The wind and sea kept increasing, and at 5 P. M. the main trysail outhaul was carried away, causing the ship to fall off and take a heavy sea from the star card side, which completely wrecked another lifeboat, besides doing other damage. At 7:30 P. M. another lifeboat was smashed. At 11 o'clock that night a tremendous sea struck the ship on the starboard side, carrying away the fore boom and gaff, wrecking the wheel and chart houses, and starting the bulwarks from fore to aft. At times the ship was completely under water. George Hill, the boatswain, received serious injuries on the head and back, being struck down by a heavy sea. Early on the morning of the 18th a monstrous sea struck the ship on the starboard side forward, staving in the starboard bow and the forward hatch. At 2 A. M. another sea broke over, as carrying away the upper and lower bridge rails, standard and pole, compasses, telegraph stand, and bridge ladders. The ship had now a strong list to the port side, and the engineer reported much water in the engine room, the stokehole, and tunnel. Heavy seas continued to deck day and night. From the 19th till the 24th we had strong northwest winds, and after that the weather was fair. All on board were more or less bruised during the storms."

"I have crossed the Atlantic a good many times," said the second officer, "but I never met such a storm as this before. The ship was kept with her head to the storm and steaming slowly. It was not possible to live on the forward part of the ship. The most terrific sea that the ship went through, and the worst I have ever seen, was the one that carried the upper bridge away. The bridge is about 120 feet from the bows of the ship and 23 feet above the water line. It looked, when we saw ourselves going straight into that stupendous wall of water, as if we would never come out again. The heavy steam steering machinery was knocked away, and the steering had to be done by hand at the stern of the ship. At one time the ship received such a broadside that it caused one of the hatches to burst out and go flying up in the air. This was done by the sudden springing in of the side of the ship."

The Titania carries no passengers. Her cargo consisted largely of iron. There were two stowaways on board, both landsmen, and during the storm they nearly died of fright.

The Federal Cabinet

Could agree, as a unit, upon the merits of Marshall's Prepared Cubeb Cigarettes as a catarrhal specific. Public opinion is also conclusive upon this point.—Adv.

Double-breasted merino undershirts, 50c.; Reynier's dogskin gloves, dress shirts, 6 for $9. J. W. Johnston, 260 Grand st.; also, 579 6th av., mid. block 23d and 24th sts.—Adv.

Fine Derbys, $1.90; worth $3. Silk hats, $3.20; worth $5, extra fine Derbys, 15 New Church st., up stairs.—Adv.

AMUSEMENTS.

Italian Opera—La Favorita.

Donizetti's "Favorita" received an interesting rendering at the Academy last evening, all things considered—that is, letting what was very good offset what was only moderately so. For the performance was not of a sustained merit throughout. The representatives of the leading rôles were Mlle. Ferni and Signors Ravelli, Galassi, and Monti.

The performance had two novel features, in that it brought forward Signor Ravelli in a character in which Campanini has so greatly distinguished himself as to make it a very trying thing for any tenor to present himself in the same character before an audience familiar with Campanini's impersonation. But it is only those who try that can possibly win, and Ravelli certainly deserves praise for his courage.

No one could fail to notice that he felt the weight of the situation, and exerted himself beyond his habit to come up to the requirements of the part. So far as voice went he succeeded admirably. In fact, he is displaying this season a power that he has not shown before, and last night he laid aside his usual quiet methods and gave all the vigor there was in him to his interpretation of his role.

If he did not fully succeed, it was owing to the limitations of nature, and not to any lack of effort or of zeal. Some portions of the opera he did as well as it could be done. In the music of the earlier acts he was especially fine, and his singing of the "Spirto Gentil" in the fourth act was distinguished by beauty of style and voice, and altogether was so finished as to leave nothing to be desired. But Ravelli is a light lyric tenor, and grows weak at the points where the opera grows strong. Nevertheless, though he had not all the force that was desirable, he gave a most creditable representation of the role.

Mlle. Ferni, no less than Ravelli, was on trial also last evening. *Leonora* is by far the most dramatic role in which she has so far appeared, and it was a test of her capacity to sustain herself in the sphere of the most exacting music. She also, as well as Ravelli, had to stand the test of comparison, since the splendid *Leonora* of Miss Cary is fresh in the recollection of every opera goer.

It is greatly to be doubted whether Mlle. Ferni sustained in the general estimation the promises of her first appearance. She now seems to have lost much of the good opinion she then appeared in her best role, and that her intensity does not increase with the intensity of the part she assumes.

That repose of manner which was so conspicuous in her *Mignon*, and which there was not out of place, seems to be habitual. Neither does her voice prove itself of sufficient power to cope with the great volume of tone which the opera requires. It is delicate and pure in texture, and always used with a cautious reserve. That does very well with many operas, but with Donizetti's "Favorita," for, like Verdi, he gave full swing to his artists. This work was written for the French grand opera, and Donizetti relied on a trio of great singers. Now and then few prima donnas have the combined power of voice and of acting to give due effect to the tragic fourth act of "Favorita," and Mlle. Ferni is not one of them. She lacks emotional intensity, and her voice is fine but not powerful.

No notice of the performance would be at all complete without reference to Mme. Cavallazzi's dancing in the incidental ballets, that add so much lightness and grace to this opera. In its way it was as artistic as any portion of the representation.

The days of the great dancers seems well nigh gone. Wagnerian music, if ever it drives out the Italian opera, will be the death of the ballet, for the new school declines to have the action of the drama stopped for any such purpose. Mme. Cavallazzi preserves, however, the traditions of the great dancers, and combines, in a rare measure, poise, certainty, strength, and grace. Over all is the charm of a modest manner.

Galassi and Monti have familiarized the public with their admirable representations of the roles of Don Alfonso and the *Père Gerard*, and the commendation that has so often been given can only be now renewed.

SPEEDING THE FLYERS.

The Time Made by a Full Sister to Dexter—Lysander and William H.

At the Gentlemen's Driving Park Association yesterday a match for $100 a side created considerable excitement among the members present. The conditions of the race were that John Murphy was to drive Charles Backman's brown mare Alma, by Rydyk's Hambletonian, dam Clara, being a full sister of Dexter, against time, to beat 2:30 a mile in harness, the mare to have three trials. On the first trial Alma trotted the quarter in 37½ seconds, reaching the half-mile pole in 1:15½. She covered the mile in 2:32. On the second trial Alma, as steady as a clock, trotted the quarter point in 37, the half-mile flag by the half-mile pole in 1:11½, and came home with a fine burst of speed in 2:28¾. This performance of Alma's was highly enjoyed by the Stony Ford party. The judges of the race were Messrs. Nelson Strauss, Frank Bogert, and Dr. Ingalls. It was decided that the next race was a match for $200, a single dash of a mile, to road wagons, between Alfred de Cordova's chestnut gelding General Tweed and J. George's brown mare. General Tweed proved the winner after a lively finish, completing the mile in 2:34½.

On last Thursday, William H. Vanderbilt drove his team Lysander and William H. a half mile to a road wagon in 1:09. After having the horses cleaned off, Mr. Vanderbilt felt so much pleased with the team's performance that he proposed to make some arrangement to take the horses a full mile. This mile was made in 2:24½. Afterward, John H. Harbeck dashed in on the track and drove his gray gelding a half mile to a road wagon in 1:11. Next Nathan Strauss sent his bay gelding Stamper a half mile to a road wagon in 1:12. Mr. Clark Bell then fell the ribbons over his black mare Old Maid for a mile, in harness, making the half mile in 1:08¾, and the mile in 2:20½.

Racing in Baltimore.

BALTIMORE, Oct. 28.—The races of the Maryland Agricultural Fair were continued today. The first race, one mile, for two and three year olds, was won by Viola; the favorite, Potomac, second, and By the Way third. Flower of Kildare and Belle of the North also ran. Time, 1:46. French pools paid $10.95.

The mile heats for all ages was won by Brambletta in two straight heats. Mary Anderson, Linch Pin, Bernardine, and Speculation also ran. Time, 1:47, 1:45½. French pools paid, first heat, $7.37, second heat, $6.05.

The handicap dash, one mile, for a sweepstakes, was won by Lizzie Dwyer; Mrs. Chisholm second, and Maggie C. third. Wakefield, Pride, Kitty Clark, and Bride Cake also ran. Time, 1:45. French pools paid $60.15.

The mile and a half dash, for all ages, was won by Ingomar, Basil Balsam second, and Ike Beckham third. Frank Scott, M. C. McDonald, Kate Long, and Jodie Murray also ran; the last two named being pulled out of the race. Time, 2:39. French pools paid $17.60.

Lacrosse on the Polo Grounds.

A lively contest at lacrosse took place at the Polo Grounds yesterday, in which the contesting teams were the University of New York nine and ten of the champion team of the New York Club. The latter won, but not without a good struggle. The University team showed marked improvement in their play since the last match. Mr. Leperhon secured the first game and the University the second, and Mr. H. Berry the third for the University, the champions scoring three goals to one. This a terror to the champions play the Princeton College team on the Polo Grounds.

Benefit for the Michigan Sufferers.

Mr. Samuel Colville, in behalf of himself and Messrs. Haverly and Gilmore, has offered, through Mayor Grace, to place Niblo's Garden Theatre at the disposal of the Michigan Relief Committee for Monday and Tuesday evenings and Wednesday matinée, setting aside the entire house, except the orchestra circle, the prices of admission to be fifty cents, and the tickets to be sold by members of the Police and Fire Departments. The play will be "Monte Cristo." The offer has been accepted by the Police Board.

SPORTING NOTES.

The Ennis race has been further postponed to Nov. 21.

Mr. Leopold de Rothschild is using the racer Lord Clewine for stud purposes.

Racehorses are bringing better prices at the fall auction sales in England than they did last year.

The new club house at Bloming Grove Park is finished, and game and fish in the park are multiplying.

An unusual number of wild ducks are flocking to the bays of Lake Ontario, Cayuga, and other lakes in the interior of this state.

Col. Brodhead of the Alexander farm in Kentucky, where Foxhall was bred, and Col. Bruce of New York, who selected Foxhall for Mr. Keene, are happy men.

Eldridge a bay stallion, four years old, by Edward Everett, dam Jessie Bira, by Mambrino Chief, trotted a mile on Mr. Bonner's three-quarter track, the other day, in 2:23½.

The Lenox Skating Club is preparing for an international skating contest, to be held in the middle of January next. All amateurs are invited. Prizes range from 1,000 to 200 francs.

Donald Dinnie, the famous Scotch hammer thrower, offers, through the Spirit of the Times, to bet $1,000 that R. B. Mackenzie cannot win even a third place in Scotland at throwing hammers or putting stones.

The Coroner's jury in the case of John Plant, aged 45, who died from injuries received in a prize fight with Samuel Arnold, aged 31, at Coney Island, recently, unanimously returned a verdict of manslaughter.

Lake perch are now biting voraciously in Irondequoit Bay, near Rochester. Seth Green received a little party at his cabin on Point Lookout with a fresh dinner the other day. The October fish were voted superior to trout.

California challenges Kentucky to produce a two-year old trotter that will upset Wildflower's performance of 2:21. Wildflower is by Electioneer, dam a daughter of St. Clair. Wildflower was bred by ex-Gov. Leland Stanford at his extensive stables in Palo Alto.

The Rev. H. N. Ellacombe of England is writing a series of letters to prove that Shakespeare was an ardent fisherman. He says that there is little doubt that the bard enjoyed many a day's fishing in the Warwickshire and Gloucestershire streams. He also quotes many sayings from Shakespeare bearing upon angling.

Mr. Keene's Cromwell and Mr. Ten Broeck's Meteor are expected to run for the Grosby Nursery, a handicap sweepstakes for two-year olds, three-quarters of a mile, at the Shrewsbury meeting, Nov. 16. For the Cleveland Weiler Handicap Plate, all ages, the same day, Mr. Keene's Sensimile and Mr. Ten Broeck's Bran Dance, recently sold by Mr. Keene, will run.

WORK IN THE 11TH DISTRICT.

WILLIAM WALDORF ASTOR'S CANVASS FOR A SEAT IN CONGRESS.

Two Wealthy Men as Opponents—The Allowable Uses to which Money May be Put in a City District—Mr. Astor's Workers.

In the Eleventh Congressional District, where there is a vacancy in consequence of the appointment by President Garfield of Levi P. Morton as United States Minister to France the opposing candidates for the unexpired portion of the term are William Waldorf Astor and Roswell P. Flower. Mr. Flower lives at 597 Fifth avenue and is a wealthy banker. He is the candidate of the County Democracy and Tammany and Irving Hall. Mr. Flower has never yet held political office, and this is the first time he has been a candidate. He consented to run at the request of Orlando B. Potter, who had declined the nomination.

Mr. Astor has been a State Senator. He lives at 8 East Thirty-third street. He is very wealthy, and attends to the law business of the Astor family. He is about 35 years of age, tall, and fine-looking. His majority when he ran for State Senator in the Tenth District in 1879 was 2,956 over Charles A. Jackson, the Democratic nominee. In 1880 Mr. Astor was nominated for Congress in the Seventh District, and was defeated by Patrick H. Dugro by a plurality of 173 votes. The Republicans are confident of electing Mr. Astor this year. The Democrats believe that their united efforts will carry Mr. Flower on to victory. Both sides admit that it will be a hard fight.

In 1876 the Democratic nominee in the Eleventh District, Benjamin P. Willis, was elected by a majority of 427. The vote stood: Morton, 12,092; Willis, 12,519. The Republicans attributed this defeat to the poor management of the committee who conducted Mr. Morton's canvass. In 1878 the canvass was managed by Justice Solon B. Smith, and Mr. Morton was defeated Mr. Willis by a majority of 7,018. The vote stood: Morton, 14,078; Willis, 7,060. The Republicans expect no such heavy majority this year, but talk of any figures between 3,000 and 4,000. The district is a very large one. Its boundaries are Eighth avenue, Twenty-sixth street, Third avenue, and Harlem River, excepting the blocks between Seventh and Eighth avenues, from Twenty-sixth to Fortieth streets. It comprises the whole of or portions of the Eleventh, Seventeenth, Eighteenth, Nineteenth, Twentieth, Twenty-first, Twenty-second, and Twenty-third Assembly Districts.

Mr. Astor has his headquarters on the first floor of the Vanderbilt Hotel, at Lexington avenue and Forty-second street, where he has Schuyler Smith for his director of his canvass. His aids in the Assembly districts are: Eleventh, Charles A. Peabody, Jr.; Seventeenth, Police Commissioner Joel W. Mason; Eighteenth, Barney Biglin; Nineteenth, C. F. Bruder; Twentieth, Alderman Parley; Twenty-first, Commissioner of Public Works Hewitt; Twenty-second, ex-Fire Commissioner Perley, and Twenty-third, Frank Raymond. It is said that extraordinary exertions and large sums of money will be expended in the canvass on behalf of Mr. Astor. Every voter in the district has been solicited by mail to register. He has been informed of the exact location where his name would be received. This necessitated much clerical work and a considerable expenditure for postage. Men have been hired to work in each district to secure a full registration. Applications were yesterday at Mr. Astor's headquarters fourteen clerks were busy addressing letters. The addresses were taken from proofs of the city registry printed by the *City Record*. The envelopes will receive a lithographed letter from Mr. Astor and printed ballots. The Astor workers are paid $2.50 a day by Mr. Astor, who also pays the rent of the rooms. Besides this, Alderman Perley says, a certain amount of money is distributed to each Assembly district for special workers at the polls. It is hardly probable that the candidates themselves know much about the disposal of the money.

A politician said yesterday that there is no other district in the city in which there are so many "strikers," and that, for this reason, rich men only can afford to run in it. The Republican managers feel that this is the case, and insist that there is no occasion to expend money except in an honest way. Each of the candidates has expressed indignation at the suggestion that money might be used improperly.

Mr. Astor said last evening that he should spend money only for legitimate purposes, such as certain circulars, postage, poll keepers, and the like. He said he certainly would not consent to the use of money in any other way.

"I am making a thorough personal canvass," he said. "I go about to the places where men assemble, in workshops and elsewhere, and I thus bring myself into direct communication with them and make their acquaintance. I inform them of my record and of the principles which I represent. I devote my attention mainly to the laboring classes. The whole district is thoroughly organized for an active canvass, and nothing will be neglected."

"It is urged against you that you opposed the Harlem Ship Canal bill."

"That is untrue. The Harlem Improvement bill was introduced in the Senate in January, 1881. I opposed it because it contained some of the provisions for assessment bonds, as I considered that we had too many assessment bonds already. The bill passed both houses with these provisions stricken out. I voted for it. It was afterward found that it would be inoperative without the provisions providing for assessment bonds, and it was reintroduced in January 1881, with the clause added. After careful study I came to the opinion that the provisions were necessary, and I no longer opposed them. I then gave the bill my entire support."

"It is said that you opposed the Citizens' Street Cleaning bill."

"That is entirely untrue. I state as a positive fact that I supported the bill in every way in my power, and I voted for it on every occasion."

"Do you fear because of divisions in the Republican party?"

"No; the names 'Stalwart' and 'Half Breed' are put away and buried. The Republican party is united in support of the Administration, and past differences are forgotten."

Mr. Astor was at his headquarters yesterday for only a short time. The real work of the canvass will begin next Monday, and the headquarters will then be kept open until late in the evening. The Republican managers say that for an off year the registration is but little behind the average. There will be one public meeting of the Republicans of the Eleventh District next week.

The Death of John S. Giles.

John S. Giles died at his residence, 59 West Fifty-third street, yesterday morning of heart disease, at the age of 82. Sixty years ago Mr Giles was a journeyman carpenter. Later he accumulated a large fortune as a builder. When he was 60 years old he went into the real estate business at 174 Canal street. He has been trustee and executor to the estates of a number of old New Yorkers, and was in many charitable enterprises.

"He was an enthusiastic fireman," said James Y. Watkins yesterday, "and somewhat of a politician though I don't remember that he ever ran for office but once. He was a Democrat in 1851, when he ran against Hugh Jeffrey for Comptroller. He was a Democrat throughout. When I first knew him he was living on the corner of canal and Elizabeth streets, and was running with the hose of the old Fire Department. He was made foreman. He worked so earnestly for the interest of the Fire Department that he was made its Treasurer. In 1865 the old department went out of existence, and the members formed themselves into the association called the Exempt Firemen's Benevolent Fund. Mr. Giles was made Treasurer as soon as it was organized, and he held the position until he died. Every widow or orphan whose claim came before him was treated with kindness."

At a meeting of the Board of Trustees of the Fund at Mr. Giles's office yesterday, appropriate resolutions, drawn up by Fire Commissioner Gorman, were adopted. It was resolved to attend the funeral in a body.

Minnesota's Wheat Crop.

ST. PAUL, Oct. 28.—A prominent Minneapolis miller says, regarding the damage to the wheat crop by the extended rains: "In the southwestern portion of the State the wheat has been badly damaged by the rains, but auto of the crop having been threshed before the small deluge set in, and the larger portion remaining exposed in stacks or stacks in the open fields. Up to this time, however, no portion of the grain thus damaged has been forwarded to Minneapolis mills, but will probably begin to come in within the next four weeks, and must necessarily be rejected by the millers. It is estimated that the stock of good wheat in the State this year is not more than half enough to make the amount of flour produced by the local mills last year. The supply now used is from the Red River valley, which is of excellent quality. In northwestern Minnesota the damage is slight, the rains not having been heavy and the grain having been mostly stacked."

The Passenger Rate War Ended.

CHICAGO, Oct. 28.—At a meeting of the Western Trunk Lines Passenger Association to-day it was announced that both the Grand Trunk and the Erie roads had given satisfactory assurances that they would comply with the terms of the ultimatum regarding the payment of arrearages on emigrant business. This ends the conflict between the Eastern and Western trunk lines for the present, all the roads having agreed to allow the Western lines to make their own terms on the emigrant business.

Surrogate Calvin's Term.

The Court of Appeals, sitting in Albany, has rendered a decision that the order of the General Term, that Surrogate Calvin's term expires on Dec. 31 of this year, be affirmed, without costs. The court holds that the law regarding the County Judges does not apply to the Surrogate of the county of New York, and that the act of 1847, which provides for cases of vacancy by election to fill unexpired terms, is not repealed by the act of 1869, which fixes the term for six years.

Brain and Nerve.

Wells's Health Renewer cures sexual debility, restores manhood. $1. Depot, 110 Fulton st.—Adv.

Dr. Pierce's "Favorite Prescription," for all those weaknesses peculiar to women, is an unequalled remedy. Distressing backache and "bearing-down" sensations yield to its strength-giving properties. By druggists.—Adv.

Beneke Bros. custom shoemakers, sell hand-sewed shoes of their own make at $3.50, $4, and $5 a pair. 201 Canal st., corner of Mulberry.—Adv.

ELECTIONS IN GERMANY.

The Conservatives Badly Beaten—A Heavy Social Democratic Vote.

BERLIN, Oct. 28.—In the polling here for members of the Reichstag, yesterday, no Conservative or anti-Semitic candidate received enough votes to enter him as a candidate in a second ballot. Herr Henrici received 800 votes only out of 40,000. The news from the provinces denotes a strengthening of the Liberal ranks. The defeat of the Conservatives is most significant in places where the Government had put forth all its strength to support them. A large force of police was on duty in the streets here during the day, and many arrests were made.

The figures giving the result of the elections here are very significant. Prof. Virchow, Progressist, polled 17,400 votes, against 11,290 for the Rev. Dr. Stoecker, the court preacher and leader of the anti-Semitic movement. In two cases where a second ballot is required the Social Democrats have developed formidable strength. Thus, Herr Bebel polled 13,574 votes against 19,528 for Herr Trager, the Progressist candidate, and 8,239 for the Conservative candidate. Herr Hasenclever polled 10,647 votes, against 18,830 for Herr Rickert, the Progressist candidate. The votes cast for each of the other candidates were insignificant, but in the aggregate were sufficient to prevent a majority for any one candidate and to render fresh ballots necessary. Second ballots will be necessary in Leipsic, Chemnitz, and Erfurt.

Further returns from the elections show that the National Liberals lost considerably in Danzig, Hamburg, and Madgeburg. The Progressist press is jubilant. The *National Zeitung* says: "The result of the elections is a victory of constitutional principles over dictatorship and the persecuting spirit of clericalism."

Evening.—The results in 110 election districts have been received. In 31 districts second ballots are necessary. Of the successful candidates 22 belong to the Centre party, 12 are Progressists, 6 are Secessionists, 6 belong to the Party of the People, 3 are Conservatives, 7 are Free Conservatives, 2 are Poles, 3 are Protesters, and 2 are Particularists. Hardly any results of the elections in the country districts have yet been received. All the leaders of the opposition have been elected, some obtaining twice the requisite number of votes. The Government has lost many seats both to the Progressists and the Secessionists. The Socialists have met with unexpected success in several constituencies.

The *North German Gazette* expresses the opinion that the result of the election in Berlin results the state of affairs in Paris, where the radical element overpowers the true upholders of the State.

News from China and Japan.

HONG KONG, Sept. 30.—The cabal instituted by the Palace party against Li-Hung-Chan has failed, and the Viceroy has been fully established in power. As a consequence it is expected that the introduction of railroads will not be long delayed.

Many of the students recently returned from America are to be employed on the telegraph line being built between Tien-Tsin and Shanghai, which, it is expected, will be finished by the end of the year.

YOKOHAMA, Oct. 1.—A dispute in the silk trade continues. The foreign merchants refuse to buy from the Guild under its present rules, which the Guild decines to alter. The silk markets wholly blocked to foreigners.

Kataraiyama, the Princess of the Blood, and a near relative of the Mikado, died on the 3d instant.

In connection with the new code of laws to be introduced into Japan, it has been decided to employ foreign judges to act as assessors with Japanese. The Hon. John A. Bingham, United States Minister at Tokio, has been offered the first appointment.

Gambetta's Strength in the Chamber.

PARIS, Oct. 28.—The Chambers were reopened to-day. M. Gambetta was elected provisional President of the Chamber of Deputies by a vote of 317 against 29