MR. ADAMS WANTS TO WAIT.

HE THINKS TIME WILL SETTLE THE QUESTION OF CANADIAN COMPETITION.

If the Continent were Thrown Open He Would Have No Fear of the Result—President Hill and Mr. Wiman Think Commercial Union Will Settle the Matter.

President Charles Francis Adams of the Union Pacific Railroad Company told the United States Senate Committee on Inter-State Commerce yesterday that San Francisco was the New York of the Pacific coast, and that, in the long run, no Canadian or other competition could affect that supremacy. As the continent developed there would be business for Portland and Puget Sound, just as there is business for Boston and Philadelphia, but the supremacy of San Francisco, he said, could be no more affected than that of New York. "Of course," he added, "our tariff laws and other commercial matters and the commercial and marine supremacy of England may divert traffic to an extent away from San Francisco, but, taking fifty years together, nothing can prevent commerce from taking its natural channels, the path of least resistance. If laws interfere with this they will be changed, for no human law can permanently set aside the natural laws of trade.

"I have been utterly unable to make up my mind as to what will be the effect of the existing system, especially of the Inter-State Commerce law, with regard to Canadian competition. The enforcement of the act has been so intermittent and disjointed that I cannot tell anything about it. In common with all railroad Presidents, I wish it would be strictly enforced long enough for us to know where we are. We are watching with great satisfaction and curiosity the present apparent approach to rigid enforcement. The law certainly sets up an artificial resistance on the transportation line of least natural resistance, and to that extent will tend to drive trade to other lines. The effect of the law has been to divert traffic both north and south to the Canadian water routes and to the Gulf of Mexico. I don't say that I am not concerned about Canadian Pacific competition; I am much concerned about it, but I am waiting until it develops something tangible before I can suggest what steps may be necessary to meet it. I should leave the law as it is until the progress of events shows in what way it should be amended. If we have a fair chance in the United States I have no fear that we will not meet any competition."

Senator Cullom—Do you favor allowing Canadian roads to go on and build feeders into our territory?

Mr. Adams—I suppose what the people want is cheap transportation.

Q—Do these feeders promote that? A.—I suppose they are one factor in cheap transportation. I have always said, give us a fair field and no favor, and if we can't keep up let us get out of the way.

Q—Would you favor any change in the law to affect Canadian railroads? A.—No, let us let the thing alone for the present and see how it works out. If I were an American citizen I would be at a loss to know any step to take in the matter.

Senator Blair—You favor throwing the whole continent open and if the Canadian Pacific has the better facilities you will become feeders to it?

Mr. Adams—Precisely; I should have no fear of the result.

Senator Gorman—Are you content to have our roads fed by this law, while Canadian roads are free?

Mr. Adams—No; but I think we had better let the matter shake itself out first and then amend the law to meet the necessities of the case.

Q—Don't you think, under existing circumstances, that Canadian roads ought to obey our law? A.—As a Canadian, yes.

Q—As an American citizen? A.—That raises large questions of Government aid, interference and other matters upon which my views are not in accord with those of the community in which I live, and I should prefer not to go into them. Speaking merely for to-day, however, I see no way that our policy should be to make the Canadian roads competitors of our railroads.

Q—Might not Government subsidies and other influences make the Canadian Pacific the line of least resistance and deprive San Francisco of its trade? A.—If that were the case it would be time for our charges, and that would have a disastrous effect on our finances.

Q—Would it impair the security of our Government for its Pacific Railroad loans? A.—It would.

Q—Suppose we should insist that the Canadian Government should impose on its railroads the same restrictions as we impose on ours as a condition precedent to their doing business in this country? A.—That would be a very fair proposition for us to make.

Mr. Adams also had his say about pools and rates. Illustrating the remark that it was very easy to evade rate regulations, he said that a common trick was to run a box car into a lumber yard and let the lumberman put lumber up each side and fill in the interior with groceries or other high-class freight, the railroad conniving and carrying this car load for lumber rates. There had been an improvement in rates lately.

"There has never been a time before," he said, "when big shippers couldn't get cut rates. The shippers and the railroads are standing off looking at each other, and waiting which will give in first. The railroad business has been flat for three or four months on account of it, but that's only temporary, and if shippers and railroads both settle down to maintain rates it will result in immense good for the public and the roads." As to pools, he said that there had to be some way of dividing traffic, and that it should be legalized and under Government direction.

President James J. Hill of the St. Paul, Minneapolis and Manitoba Railroad Company said that the Canadian Pacific had secured a monopoly of the business between Winnipeg and the East, because shippers would not take the trouble incident to bonding goods through this country except at rates lower than the American roads could afford to give. He told at length of the organization of the Canadian Pacific scheme, in which he and New York capitalists at first held a one-third interest. He was in it only a year and couldn't speak with authority, but the drift of his testimony was to show that practically the whole cost of building the Canadian Pacific line had been borne by the Government. He knew of shipments from San Francisco to Omaha by way of the Canadian Pacific and Winnipeg. The Canadian Pacific could offer low rates east because the bulk of its traffic was west bound, and rather than haul empty cars back it would take any rate. They bill freight through from San Francisco to Omaha and other American cities. They are allowed a differential of $5 on second-class passengers, and, although the time of the trip is five days longer, he had seen as many as eleven passengers on one train from Chicago west on the road. The Asiatic trade is going to the Canadian Pacific, when they have their new subsidized fast steamers going they expect to take passengers in London and land them in St. Paul by way of Halifax before other lines can land them in New York. They will cut the time from New York to Yokohama to two weeks in less than eighteen months, and that is from five to seven days better than American lines can do. Mr. Hill did not think cutting the Canadian Pacific off from their extension through Maine would greatly interfere with them. He said that the Canadian roads had all the time, under the inter-State law, a manifest advantage over American roads, but he believed that if Canadian lines were compelled to carry out the same law in their own territory they would be ruined. So long as they have not the local business to support themselves at such rates as they would then have to charge.

Q—Do you think a political union would be a feasible settlement of the difficulty? A.—Well, I was born in Canada, and I think Canadians would make pretty good Americans.

Mr. Hill thought that a division of business by pooling or other agreement was the only way in which rates could be permanently maintained.

Erastus Wiman told the committee that Canadian railroads had been a great thing for this country, one of the most powerful factors in its development, by giving cheap rates and short lines, at the expense, incidentally, of their builders, for, he said, "no Canadian railroad has ever earned a dollar of dividend." The repeal of the system of bonding goods in transit, he said, would be fatal to the Canadian railroads. But for it they would never have been built. But it would also close up important avenues for traffic to the West, and it would hurt American roads more than Canadian ones. He admitted that it was not right that American roads should be subject to unregulated competition of Canadian roads, but thought that that matter could easily be arranged between the two Governments, and the Canadian railroads would gladly accept any fair regulations. The commercial union scheme for which we had been at work, he said, would include uniform regulation of railways in both countries as one of its features, and would settle the whole matter. The cutting off of Canadian railroads would embitter Canadian sentiment and retard union. The repeal of the reciprocity treaty had that effect.

"The disposition toward annexation," he said, "was stronger in 1849 than it has ever been since. There is annexation sentiment now, but it is secret. It will take five Parliaments of five years each to evolve a Parliament that will vote itself out of existence or into a new Legislature. Retaliation won't help it any. If the line of Custom Houses could be lifted from across the country and put around it, change would be hastened. England would have to decide whether she would submit to having United States goods admitted free into Canada while English goods were taxed. If she refused it would be a very bad thing for her, for that binds Canada to her. If she consented, there would be a rush of immigration into Canada like that into Oklahoma. A great nation would build up to the north of the United States. It did not become a part of the United States it would be a republic in less than twenty-five years. It inevitably would separate from England. Grown to such an extent, it could never, with such an object lesson as last week's centennial always before it, consent to remain a colony. If you treat the subject properly, within five years Canada will be letting in your goods free and taxing the English goods. There are many influences at work. The Jesuit agitation is doing something, and then there is the fact that the life of one party centres about one man, Sir John Macdonald is an old man, and after his death, the deluge."

Mr. Wiman was explaining how the temptation of cheap goods and an open American market were tempting Canadians toward commercial union, when Senator Gorman remarked drily:

"You're giving them an educational campaign, you mean."

Then he asked: "Would it be improper for us to say to the Canadian Government, We will continue to let your roads have all the privileges they now have in the United States, if you will subject them to the same restrictions that our own roads have to regard, and if you will allow our ships also the privilege, as we allow it to yours, of stopping at your ports and trans-shipping anything we wish, fish, goods, or no matter what, in bond, into the United States?"

"I should say that that was a very proper and fair proposition, and one that ought to be accepted by Canada without hesitation," replied Mr. Wiman.

To-day President Van Horne of the Canadian Pacific will appear before the committee.

ASKED THE POLICEMAN TO DIRECT HER.

Instead, Miss Hanson Says, O'Connor Assaulted Her and Left Her in the Park.

Policeman Thomas O'Connor of the 100th street station is locked up in the station on the charge of having assaulted Eugenie Hanson on March 10 last. Eugenie is a plain-featured girl of 16. Her parents died a few years ago, and she came from her Southern home to this city in search of employment. She applied to the Children's Aid Society and was employed as a servant by a family in Portchester. She left Portchester on March 9 and came to this city to look for work. The lady with whom she had lived came with her as far as the Grand Central Depot, and then directed her to the House of Mercy in West Eighty-sixth street. This is what happened, according to the girl's story:

She boarded a train on the Sixth avenue elevated railroad and went to either the Eighty-first street or the Ninety-third street station. Reaching the street, she wandered about until she met a policeman, of whom she inquired her way. The policeman answered her pleasantly, and readily undertook to direct her. He led her, she says, to a saloon at Ninety-seventh street and Ninth avenue, kept by a man named John McCarthy. She was taken through a side door into a private room in which there was a sofa. The policeman bought her a glass of soda water, and then, she says, assaulted her. Then the policeman, still according to Eugenie's story, took her to Central Park, and pointing out a bench told her to sit there until he was relieved from duty, when he would come back and take her to the House of Mercy.

Eugenie sat on the bench until her courage failed her, and then she began to cry. Mr. Ira S. Howe of 134 West Sixty-first street asked her what the trouble was, and she told him. He repeated the story to the Park police, and Eugenie was taken to the Magdalen Asylum in East Eighty-eighth street. Capt. Beatty of the Park police began an investigation. It had reached a point where it was clear that none of the force under his command was guilty, when Eugenie remembered that the policeman who had assaulted her wore a blue uniform. Eugenie was removed to the Florence mission in Bleecker street, and her story was told to Superintendent Murray. Capt. Berghold of the West 100th street station, in whose precinct the alleged assault had occurred, was ordered to make an investigation.

Eugenie was taken to the 100th street station twice by Roundsman Cooper, where she saw both platoons of police, several men were on sick leave, among them O'Connor, who was laid up with rheumatism. Every time a man reported for duty whom Eugenie had not seen she was taken to the station, and the new man was placed in a group of policemen and marched out in front of her. The investigation by the Park police and these journeys to and from the 100th street station consumed the time between the date of the alleged assault and last Tuesday. On this day O'Connor reported for duty and on Tuesday evening Eugenie paid another visit to the station house. O'Connor was marched out with a squad of men. He had recently shaved off his moustache, and this with his illness had changed his appearance considerably. The policemen were drawn up in two lines before the desk. O'Connor was in the rear line, and Eugenie walked calmly between the lines and placed her hand upon him.

"This is the man," she said.

O'Connor had already been suspected, because Eugenie had described him accurately, dwelling especially upon the expression of his eyes and upon a scar which disfigures the right side of his neck.

Capt. Berghold removed O'Connor's shield and ordered him under arrest. O'Connor was arraigned yesterday in a private room at the Harlem Police Court before Justice Murray. Eugenie was there, too, but no complaint was taken. O'Connor was remanded back to the police station until 9 o'clock this morning, when an examination will be held. Capt. Berghold took him before Superintendent Murray, and Eugenie again identified him. The Superintendent suspended O'Connor. Capt. Berghold said yesterday that O'Connor had positively denied the girl's charge.

McCarthy, in whose saloon the assault is said to have been committed, has sold out his place and left the country.

O'Connor will be 32 years old in June. He is married, and lives at 146 West Sixty-seventh street. He is a full grade policeman, and was appointed on Jan. 8, 1884. Since then twelve complaints have been made against him. They were all for small infractions of the rules. The severest punishment meted out to him was two days' fine.

WHITE SUPREMACY.

Louisiana Citizens who Object to Colored Voters.

LA FAYETTE, La., May 8.—Four hundred armed men, under Gen. Alexander Declouette of St. Martin's parish, rode into La Fayette yesterday morning, took possession of the town, and demanded the resignation of the negro Justice of the Peace and the negro constable. The latter had disappeared, but the former complied with the demand. The regulators, pretending to have heard that Mr. Vignaux, a prominent Republican, had furnished arms to negroes, called on that gentleman, who is Town Marshal of La Fayette, and discussed with him the matter of his having attempted to vote negroes at the election on last Monday. They informed him that their purpose was to prevent negroes from voting, and they intended to enforce their views on the subject, intimating that the best thing Mr. Vignaux could do was to desist from any further efforts on behalf of negro suffrage. Mr. Vignaux said that he was at the polls on Monday morning performing his duty under the law. This statement being satisfactory, the regulators concluded to allow Vignaux to live a while longer. He exists by probation, so to speak.

The regulators and authorities finally agreed that an election should be held on next Monday for municipal officers of La Fayette, at which only white men shall vote. As this election will not be legal, the names of those receiving the majority of the votes cast will be sent to the Governor for appointment. "White supremacy" is the slogan of the regulators.

Mr. Hewitt Buys a Hotel.

Ex-Mayor Hewitt has purchased a hotel. It is at Mahwah, Bergen county, on the Erie Railroad, and is locally famous. The place is widely known as Andrew Hagerman's Hotel, taking its name from the late proprietor, who with his sister inherited from their father, Judge Hagerman, the valuable property now comprising Theodore Havemeyer's great Mountainside Farm in the Ramapo valley, three miles from Mahwah. Liberal habits of life caused Andrew Hagerman's wealth to vanish, and about twenty years ago he opened a hotel near the railroad station at Mahwah.

Here the mountaineers of the Ramapo congregated and held their balls, which lacked perhaps the elegance that characterized the ideas evolved by Mr. McAllister for the centennial quadrille, but were rich in sociability. Here, too, the politicians of Bergen county corralled the intelligent voters, and through the influences of the entertainment afforded by sundry vessels stamped A. J. impressed them with the duties of the hour. It is said that the late Mr. Hagerman, whom Mr. Hewitt succeeds in ownership, never broke faith with a man, his word being as good as his bond, and the mountaineers are anxious to learn whether the new proprietor will be "as square a man as old Andrew," but probably Mr. Hewitt won't be the landlord.

George A. Marble Disgusted with Life.

George A. Marble, aged 43 years, a driver for a milk company, was found dead yesterday morning at his room in the Franklin House, in Fulton street, Brooklyn. An empty vial, which had contained morphine, and several letters were found on a table. He had been ill and despondent for some time. He formerly lived in New London. Of these are some of the letters found on the table:

DEAR MOTHER: I can't stand this life any longer. I leave you hoping to meet you hereafter. G. A. MARBLE.

DEAR DORCAS: Good-by. I can't stay longer. I am disgusted with life. I will meet you if there is any hereafter. G. A. M.

DEAR SAM ADAMS: I have left this life and hope to meet you. You remember, I did not want to stay here, where I am of no use. G. A. M.

Father Malone's Sixty-eighth Birthday.

The Rev. Sylvester Malone, pastor of Sts. Peter and Paul's Church in Wythe avenue, Williamsburgh, was 68 years old yesterday. At the mass celebrated by him in the morning there were present in their holiday attire the little children of the day schools and Sunday schools, and as large a congregation of adults as is usually present on Sundays. Father Malone delivered a short address, thanking his people for the interest they manifested in his welfare. During the day gifts of flowers were received, which bore the cards of prominent Catholic and Protestant residents of this city and Brooklyn. Scores of congratulatory letters and telegrams were also received.

DOUBLE SETS OF OFFICIALS.

THE NEW CHARTER MEN IN JERSEY CITY STEAL TRUMPS.

They Play Them and Await the Result—Old Comptroller Dickinson Orders New Comptroller Hough Back to His Desk.

The officials who were appointed by Mayor Cleveland of Jersey City under the new charter, and who want to get possession of their offices before the Supreme Court decides the question of whether the charter is constitutional, and whether it was properly adopted at the election at which it was voted for, reached over to the old officials' hands on Tuesday night and stole several trumps. Yesterday, when Supreme Court Commissioner Cassidy sat in the Vice-Chancellor's Chamber to hear testimony to enable Chief Justice Beasley to decide which set of officials should hold office while the court is deciding the disputed question, they played them. Whether they captured any tricks won't be known until next week, at any rate, and possibly not until later. The Police Board met and transacted a lot of business and gave Chief Murphy a lot of orders. That happened Tuesday night, and yesterday John P. Feeney, the President of the new Board, went before Mr. Cassidy and swore that his Board was in possession of the Police Department and the old Board had been ousted. The Fire Board held a similar meeting and elected Commissioner Conway President. Then it went before Commissioner Cassidy and swore that it controlled the Fire Department, and the old Board was dead. The new Board of Finance met and sent William G. German, its clerk, to go before the Commissioner and swear for it. Mr. German backed up his oath that the Board was in working order and was transacting city business by displaying a copy of the official minutes of the Board and the bonds of several of the new officials. He admitted, however, that the old Board still had possession of the city office and a lot of the city business. These were some of the trumps the new officials had not been able to steal. When he had done swearing Mr. German put his official papers in his hat, which at present serves as the office of the new Board, and walked out. All the rest of the city Boards asserted that they were transacting city business. The other city officials, including the City Treasurer, Collector, and Comptroller, were wofully short of trumps. They had made their demands and had come away unsatisfied. Chief of Police Murphy swore that he was running the Police Department according to law. The Police Board he had received, he said, were from the new Board of Commissioners. He refused to say which Board he was obeying.

The Board of Aldermen met Tuesday night, and Charles W. Allen, the Alderman at Large who was elected under the new charter at the same time the charter was adopted, was recognized as President. City Clerk Scott went before the Supreme Court Commission yesterday and swore that Mr. Allen was in possession of his office. The Board re-elected Mr. Scott City Clerk, and then Mr. O'Neill, the possessor of many offices, offered a resolution instructing Senator Edwards and Speaker Rudispella, who are the Mayor's appointees for Corporation Counsel and Corporation Attorney, to furnish the Board with a complete list of the laws which affected the city Government passed by the last Legislature. It was passed, and Senator Edwards and Speaker Rudispella went before Commissioner Cassidy and swore that they were in possession of their offices and were transacting city business. The Aldermen also passed a resolution increasing Mayor Cleveland's salary to $5,000 a year, but that had nothing to do with the charter, and no one told Commissioner Cassidy about it.

President Davis of the old Police Board said yesterday that his Board would hold a meeting on May 15. The new Board has resolved to hold a meeting at the same time. Both will meet in the same room at Police Headquarters, unless Chief Justice Beasley settles the question of supremacy before then. Both have resolved to try the delinquent policemen in the department, and there will be a hot time. There are six of the old Commissioners, including a church deacon, and three of the new, including a former minister. This will about balance affairs, and it is a question which will win. The new Tax Board is preparing to make a complete canvass of the city and increase the valuation. The old Board is getting ready to assess the taxpayers under the old valuation. Mr. Many-office O'Neill demanded possession of the city treasury from Treasurer Love yesterday. Mr. Love refused to give it to him. New Comptroller Berry, who is chief clerk in old Comptroller Dickinson's office, went to his boss yesterday and demanded possession as Comptroller. Mr. Dickinson ordered him to return to his work or he would discharge him. He went back to work. Shortly afterward a lawyer stepped into Mr. Dickinson's office and said: "I want to see the Comptroller.

"I am he," replied Mr. Dickinson.

"Oh, no," said the lawyer. "I want to see Comptroller Hough."

Mr. Dickinson walked to the door, and, opening it, said politely:

"Will you kindly go to —— ?"

The lawyer walked out into the street.

Chief Justice Beasley will hear argument today on the testimony Commissioner Cassidy has taken.

DESIGNS FOR THE NEW CATHEDRAL.

The Final Choice May be Delayed Several Months—The Experts Report.

Experts Ware, Babcock, and Bogart, who were appointed to pass upon the designs for the proposed Protestant Episcopal cathedral, met yesterday at the Diocesan House and completed their reports. Profs. Ware and Babcock have devoted their attention to the architectural features of the designs, and Mr. Bogart has examined them with reference to their fitness from an engineering point of view. The trustees will have a meeting at the Diocesan House this afternoon and consider the reports of the experts. If it is found that the plans recommended are the same as those previously set apart by the trustees, the matter of selection will be much simplified.

"If at their meeting to-morrow the trustees should narrow the designs down to two or three," said Col. Richard T. Auchmuty yesterday, "it is probable that the architects who made the chosen designs will be invited to reexamine their work and make such slight changes as they may deem necessary. They will also be asked in all probability to make plaster models, and these will enable the trustees to get a more correct idea than they could obtain from the designs. In that event the final choice would probable not be reached until autumn."

Divorces Easy in Connecticut.

ANSONIA, May 8.—A queer divorce case was decided in the Superior Court at Bridgeport yesterday. Albert Turner and wife are residents of Newtown, Conn. They have a daughter 12 years old, who, about six months ago, was taken sick. Mr. Turner wanted a certain physician called, while Mrs. Turner wanted another physician. A quarrel arose, and Mrs. Turner, taking her daughter, went to the home of her parents in New Fairfield and immediately sued for divorce. The divorce was granted yesterday, on the ground of intolerable cruelty, and Mrs. Turner obtained $2,500 alimony and the custody of the child. Turner is worth $20,000, and has a fine farm. The neighbors of the couple pronounce it an injustice to Mr. Turner.

A Failure in the Theatrical Business.

John McSweeny of Kansas City and John Barkman of Baltimore, theatrical manager and stage manager, respectively, of a snap company which went to pieces in Passaic, took the track for Baltimore on Tuesday, and at midnight were found rushing the growler in a coal yard belonging to the Pennsylvania Railroad on the outskirts of Newark.

They were allowed to sleep in a cell at Police Headquarters, and yesterday morning Justice Rodrigo remarked that the theatrical business must be pretty bad.

"I should say so, when a manager gets left," said McSweeny.

They were discharged, and they resumed their diversion of counting railroad ties between Newark and Baltimore.

Episcopalians in Council.

The annual council of the New York and Philadelphia Synod of the Reformed Episcopal Church assembled yesterday in the Church of the Reconciliation in Nostrand and Jefferson avenues, Brooklyn. Bishop W. R. Nicholson is the presiding officer, and more than fifty clerical and lay delegates are in attendance. The reports from the parishes showed a steady increase in the membership of the denomination and a favorable financial condition. The council will adjourn this evening.

These have been elected officers of the Synod for another year: Bishop W. R. Nicholson, President; the Rev. E. Franklin Clark, Newburgh, Vice-President; the Rev. Geo. W. Douglass, Secretary; the Rev. Joseph S. Wheeler, Treasurer. At last night's session it was reported that $2,000 had been expended in mission work.

Killed by a Falling Brick.

Antonio Stroebello, an Italian, living in Marion street, died in the Manhattan Hospital ten minutes after his admission there on Tuesday afternoon. He had been working as a laborer on a row of buildings at the Hundred and Thirty-fourth street and Seventh avenue, when a brick fell down the wellway, fracturing his skull. William Andis, a framer, in the employ of Raymond Lyman, said that the brick accidentally fell off the beams he was setting upon the wall. Andis was arrested and furnished $2,000 to await the action of the inquest.

"The Brigands" To-night.

The initial performance of Gilbert and Offenbach's operetta, "The Brigands," at the Casino, will be given this evening. Little has been left undone by Mr. Rudolph Aronson to make the production noteworthy. The lavender and pearl salon for act third is said to be Hoyt's masterpiece of coloring and architecture.

THE STEEL RACER, TOMAHAWK.

A Cutter that is Built to Win—Three Other New Steel Yachts.

Four new steel yachts in a group, framed in a network of scaffolding, one unpainted, the schooner Constellation; two of a sepia hue, the yawl Montecito and the schooner Quickstep, and the fourth with a hull looking like a red checker board on edge, the squares divided by strips of yellow cement. That's the picture you'd see to-day if you called at Piepgras yacht factory on City Island's southern shore, where half a hundred skilled mechanics are finishing up this quartet of clipper pleasure craft. The "checker-board" boat is Edwin D. Morgan's new forty-foot cutter Tomahawk, and her sharp keel and bow look as if they would scalp any sea that gets in their way when there's a cloud of canvas aloft. Her decks are laid and caulked, and the carpenters have nearly finished her joiner work. All the material used in the cabin is of simple design and as light as possible, for the boat is to be a racer out and out. There are five openings in the flush deck, including the mast hole. Between the knight heads the heel of the bowsprit is fidded. It will "house" about five feet in heavy weather, and then it will cross the fore hatch, beyond which the canvas boom can drop when they want to dip it under the fore stay in a hurry. The main hatch is a long one, combining a skylight and the companionway to the cabin. Just aft of this comes an athwartship hatch, to the after corners of which the ends of a three-inch high horseshoe coaming are joined. A bath tub, a few inches, is its cockpit—a regular English one—perfectly round, about twenty inches in diameter, and about three feet deep, so that the skipper can stand in it while handling the long tiller, and keep his head clear of the main boom when it swings across deck. All the hatch coamings are of mahogany, and pine racing hatches have been fitted to them. There are to be sofas, berths, and lockers on each side of the cabin amidships, a comfortable galley and forecastle forward, and quite a roomy stateroom abaft the companion steps, fitted with all modern improvements. Dead lights in the deck furnish light for the stateroom.

The Tomahawk's spars are all made and ready to be put in place as soon as the builders are ready. The bowsprit is already rigged out. It is a pretty Oregon pine stick, eight inches in diameter and thirty-four feet six inches long. The Tomahawk has no hawsepipes, but the galvanized iron band about three feet out on the bowsprit, to which the forestay sets up, has a couple of iron sheaves on each side over which the anchor chain is paid out and hove in. This serves the double purpose of making her ride easily and keeping the chain clear of the stem. Some idea of the size of the new racer's midship frame may be gathered from the fact that her Oregon pine mast measures 55 feet from step to head; its diameter is 9¾ inches, the hollow boom of white spruce is 49 feet long, with a diameter of 9 inches, and the gaff is 29 feet, with a diameter of 5¾ inches. She will swing a pretty big topsail, too, for on a 33-foot topmast (6½ inches diameter) a 35-foot clubtopsail yard will hoist with a club at the gaff end measuring 26 feet.

Piepgras doesn't think he will be ready to launch the Tomahawk until June 1. Frederick Grinnell's schooner Quickstep will probably go overboard first, as she is all ready now, except painting her water line. Capt. William Hansen, who formerly commanded the schooner Sachem, will sail the Quickstep, and he's mightily pleased with the new boat, for she has a shapely hull, with a saucy clipper bow and plenty of room on deck and below.

Foreman George Francis of Low's rigging loft stepped the yawl Montecito's mainmast on Tuesday, and set her rigging up on the following day. The stick is of Norway pine, 50 feet long above deck, with a 30-foot topmast to match, a bowsprit 23 feet 6 inches outboard, and a spruce jigger mast 38 feet long. The main boom is 36 feet; gaff, 30 feet; jigger boom, 22 feet; gaff, 15 feet. Donald Dinnas, her owner, and Cary Smith, the designer, hope to have sail on the yawl before June 1.

Hot lead ballast is being poured in alongside the keelson of the Morgan schooner Constellation. They had to take off the third strake on the starboard side to do it, but this was much easier than histing hot lead over the gunwale.

The Katrina came off the ways at the east side of the yard on Tuesday at high water. She is painted black, and as she lies with her slate-colored water line just a trifle out she looks as near the ideal racing craft as can be imagined. Capt. Berry says he is not afraid of anything of her inches that floats. Her sails will be bent on Friday, and she'll make her maiden trial trip for 1889 on Saturday.

Up at New Rochelle Mr. Iselin's Titania is taking in and changing her ballast. She has been in the water about two weeks now, and Skipper Hank Haff says he tries her on every tack. City Island folk who have seen her passing seem to think she works slowly in stays.

Thomas W. Pearsall's sloop Banshee was launched last Saturday at 3 A. M. She sailed for Black Rock that night, and returned to City Island on Sunday night. She is in good trim and sails as well as ever, her skipper says.

HIS WHITE MEDICINE.

Dr. Sword Bearer Achieves High Renown by Making Cold Water Boil.

SAMEDOR, Mont., May 8.—A large party of Pine Ridge Sioux, led by Grasshopper, have come into the Tongue River agency for the purpose of getting up a sun dance among the Cheyennes. Grasshopper has eluded all attempts on the part of the agent to arrest him. The Cheyennes are in sympathy with the Sioux, and the sun dance will certainly be held unless the Indians are overawed by the presence of troops. The Crow outbreak of last summer had its origin in a sun dance gotten up by Grasshopper, and held at the place where the Sioux and Cheyennes propose to dance next week. It required seven companies of United States troops to break up the dance and escort the Sioux in a body back to their reservation.

From the dance Sword Bearer, the Crow medicine man, returned to his people, bringing a wonderful white medicine that caused a pot of cold water to boil when thrown into it. Thus convinced of Sword Bearer's supernatural attainments, the Crows followed his lead in open revolt. The Federal authorities will endeavor to prevent another grand distribution of mixed sediltz powders among the Sioux and Cheyennes, and, should the dance come off, the attendance will be largely of a military character.

Escaped from Jail.

NORFOLK, Va., May 8.—Denner L. Barnes, who is under indictment for the forgery of a check for $25, and F. W. Small, who is also under indictment for forgery of checks to the amount of a little less than $100 on two parties, made their escape from jail yesterday morning. Barnes played the Young Men's Christian Association racket, and Small put himself up as a Catholic priest. Barnes sawed through a bar in his cell with a knife which had been backed like a saw. He then released Small from his cell in the same manner, and together they dug a hole through the jail wall and escaped into the police station yard. Barnes scaled the wall of the station house yard, but Small was seen by a policeman just as he was getting over, and was hauled back. Barnes has not been captured as yet.

Murray—Babcock.

Miss Fannie Morris Babcock, a daughter of Mr. Samuel D. Babcock, was married to Henry Alexander Murray at Calvary Church yesterday afternoon. The ceremony was performed by the Rev. Dr. H. Y. Satterlee. The bride wore a white satin gown, embroidered with silver, and a point lace veil. Miss Minnie Babcock, her sister, was maid of honor. Mr. Livingston Hunt was best man. The ushers were Percy R. Pyne, Jr., John L. Lamson, Dr. G. Davis, William F. Babcock, J. E. Grote Higgins, and Edward Cabot Wilde. A reception followed the ceremony at the home of the bride, 636 Fifth avenue. Among those present were Mr. and Mrs. George Henry Warren, Jr., Mr. and Mrs. Charles Phelps Williams, Mrs. E. D. Stanton, Mr. and Mrs. Robert Goelet, and Dr. and Mrs. Fordyce Barker, Jr.

The Rothschilds' Suits for Damages.

Charles M. Rothschild & Co. failed in 1887 for about a quarter of a million, and were succeeded in business by their father, Maier Rothschild of Cincinnati. In September, 1887, many of the creditors of the old concern attached his property, claiming that he was implicated in the failure of his sons Charles M. Rothschild & Co. Mr. Rothschild's son Abraham managed the business for his father in this city. Other creditors at that time had Abraham arrested and he was held to bail in $10,000. The order of arrest and the attachments have now been vacated, and on Tuesday three actions were begun by Horatio Hershfield, attorney for the Rothschilds, each for $500 damages. One is brought by Abraham Rothschild for false imprisonment, the other two are brought by the father, one for the conversion of property under the attachment, and the other for consequential injury to his business. Among the creditors who are made defendants in one or the other of these actions are John T. Sherman, Samuel J. Knight, Clarence Whitman, Frank Squier, Peter L. Wilson, Albert Griesbach, Aaron Barnett, Charles M. Vonhaar, Stephen Wallis, Harris C. Childs, Bryce Gray, the Lorraine Manufacturing Company, the Eagle Pencil Company, Charles M. Roche, the Morgan Envelope Company, the Tower Manufacturing Company, the Berdis Paper Company, the Butler Hard Rubber Company, the Holmes & Edwards Silver Company, David Carmichael, Julius Ohendorf, and Emil Frank.

Newark Improves Its Fire Department.

Heretofore the Newark Fire Department has consisted of two classes, permanent and call men, three men living in the engine houses and four or five members responding to bell signals and living at home. Now the Fire Commissioners have decided to abolish the call system and put seven men in each engine house and eight men in each truck house. To accomplish this forty-one call men have been made permanent firemen. They receive $900 a year.

THE COLLECTOR OVERRUN.

ENOUGH REPUBLICAN APPLICANTS TO FILL THE CUSTOM HOUSE.

Erhardt's First Removal is a Messenger, and 260 Men are Waiting for the Place—The Case Against James Smith.

More crowds of Republicans wanting places jostled each other in the corridors and jammed the stone stairway leading to Collector Erhardt's office yesterday. They want simply all of the 2,000 offices in the department.

Not a thought had the visitors yesterday of Chinese statutes except to condemn President Harrison for appointing the Hon. Theodore Roosevelt and ex-Assistant Secretary of the Treasury Hugh S. Thompson United States Civil Service Commissioners. The impression pervaded their anxious intellects that Mr. Roosevelt and Mr. Thompson might insist upon too strict an interpretation of the Chinese statutes. Some of the Collector's visitors, notably Chester Cole and Robert Gowanus McCord, had copies of the Hon. Thomas C. Platt's ideas on the system. This was considered especially tip-top:

Fortunately the Mugwump civil service is not so dangerous as its friends pretend. Its harmfulness lies in the ease with which it can be evaded by favoritism, hypocrisy, and falsehood. It stimulates public lying, but its account with the public shows that, besides badly filling many public offices, it is a pretence and a shadow—a bugaboo to keep back frank and honest ambitions at the gate, and a hole in the rear of the tent to let in jugglers and adventurers.

And this, too:

It is therefore the duty of an administration, to itself and to its party, to be represented as far as practicable in every office, not by political opponents nor political neutrals, but by men who are at their good behavior, who are actively in sympathy with the Administration, jealous of its good name, anxious to make it popular and to perpetuate its power and usefulness, and to that end prompt, efficient, honest, and obliging in the discharge of official duties.

Some of the Republicans said they would have Mr. Platt's sentiments issued in pamphlet form for use in New York.

Collector Erhardt made his first removal, Max Goldsmith, a messenger, charged with being absent without leave. But his place can be easily filled, as up to sundown yesterday there were 260 applicants for the 85 messengers' places. The number is increasing hourly. It is a dollar to a plugged nickel that Collector Erhardt will remove James Smith, the gaugers' informer who gave such extraordinary testimony at the trial of Jersey City's Big Four on Monday. Surveyor Beattie's recommendation that Smith be removed was sent to the Collector in the afternoon. Accompanying it was the report of Chief Gauger Knight, who conducted the investigation of Smith's testimony, that, although a gaugers' helper, he never did any work. Mr. Knight, in his official statement, says:

Mr. Smith informed me that the reason he swore to being at work in Jersey City as inspector of hydrants was to save his friends from prison. I asked him if he received the pay as inspector of hydrants; he at first said he did not receive the pay, and after said he received some money indirectly. I then asked him why he swore to such lies as shown in the newspaper clipping. He said he was mad and had to save my friends—I had to put some one in a hole."

I asked him who the two men were in the Custom House that he said he had made arrangements with, so that it was not necessary for him to come to the Custom House. His answer was: "I had to say something. I had to save my friends. I did not think it would be in the papers. I could not help doing as I did. Make it as easy for me as you can."

Attached to Mr. Knight's report were sworn statements to the effect that Smith had regularly performed his duties as a gaugers' laborer, and had been paid for them. These were signed by E. D. Barnett, Superintendent of Assistant Gaugers and gaugers' laborers; Edmund Lawson, Gauger, Smith's immediate superior; John Singleton, another assistant gauger; Henry C. Eichenberger, clerk of Gauger Davis, and Michael O'Hara, Smith's colaborer on the Jersey City docks.

Collector Erhardt will consider the report today, and also a report concerning Inspector Rose and Appraiser Merriam, who are alleged offensive conduct to A. B. Lamberton, a passenger on the Umbria. The Collector, with Appraiser Cooper and a committee of importers of woollens and worsteds, will to-morrow afternoon endeavor to unravel the disputed tariff tangle on these goods.

FORT PLAIN POST OFFICE FIGHT.

Editor Horace L. Greene Knocked Out by One of the Big Four.

FORT PLAIN, May 8.—The announcement of the appointment of William Yerdon as Postmaster of Fort Plain, vice David G. Hockney, resigned, was made to-day, and thereby hangs a tale. Soon after the election of President Harrison seven Republicans entered the contest for the $2,800 Post Office in this village. Among them was Editor Horace L. Greene of the *Mohawk Valley Register*, a Republican newspaper which did valiant work for the party, its editor taking the stump and endangering his health for the cause; Abram Nellis of Nellisten, a surveyor and farmer, known as the Republican war horse of the Mohawk valley, who in every campaign for many years was President of the Republican Nellisten Guards and always marched at the head of the organization, carrying a lantern of antique appearance, which made him conspicuous, and William Yerdon, who is a bus proprietor and a good fellow generally. Petitions were circulated by each of the seven applicants, but all soon withdrew, leaving the field to the three men named. The race was neck and neck for a long time between the editor, surveyor, and bus driver, and the outcome was discussed in all parts of the valley, the Fort Plain fight having become locally famous.

All went well until about six weeks ago, when several of Mr. Yerdon's friends, among them the local "Big four"—John D. Wendell, County Judge; James Keller Edwards, William Clark, Jr., and Mr. Yerdon—put their heads together and concocted a scheme by which they might defeat Yerdon's rival. They sent for Postmaster David G. Hockney, a staunch and true Democrat, and unfolded their plan. They said that he (Hockney) was liable to be removed before his commission expired, that he was the rankest kind of an offensive partisan, and they desired to know if he would not sell to Mr. Yerdon his office outfit, lock boxes, &c., and in consideration of a fancy price therefor resign in favor of Mr. Yerdon. Mr. Hockney fell in with the scheme and contracted with Mr. Yerdon to sell out,