LIVE WASHINGTON TOPICS.

AN OHIO REPUBLICAN SCORES HARRISON'S ADMINISTRATION.

Applauded by All the Ohio Men Out of Office who Heard Him—Mahone's Conference with Quay and Clarkson—Colored Republicans Determined to Overthrow Him—Corporal Tanner Again Rebuked by Secretary Noble—Ex-Congressman Horr Declines to Accept Banishment at $3,000 a Year—The Civil Service Commission's Discoveries in Grand Rapids.

WASHINGTON, July 16.—The Ohio Republican Association, which was recently reorganized here, had a meeting this evening, which was for the purpose of ratifying the work of the Ohio State Republican Convention. Congressmen Butterworth, Thompson, Sixth Auditor Coulter, and ex-State Senator Rannels were announced for speeches. The only one of these gentlemen who showed up, however, was Sixth Auditor Coulter. He made a short speech, endorsing mildly the work of the State Convention, and strongly eulogized the Administration of President Harrison.

After he had concluded, one Milton M. Holland, a colored man, formerly of Columbus, who was fired out of the office of Sixth Auditor two years ago by Dan McConville for insolence and insubordination, made a fiery speech. Holland, it should be remarked, has not yet been vindicated by being reinstated. He waded into the Administration of Gen. Harrison, saying it had reached a point now when, like Flanagan of Texas, the Republicans wanted to know what it was here for. He said Ben Harrison had pulled them all out of their beds last fall to work for him, and now he had turned his back on them. Holland had no use for any man who would pander to the Mugwumps, and it is this respect he was a Jackson Democrat, and believed that to the victors belonged the spoils.

When Holland was fired by McConville he kicked vigorously, and endeavored to secure his retention. However, he continued his speech by saying he was anxious to see Gov. Foraker win in Ohio, because he was the man upon whom the party could rely. He said by the appointment of Parsons to be United States District Attorney in Alabama, the leader of the white man's party in that State, President Harrison had deserted them in an hour when they most needed his protection. As a Republican, he said, he could not endorse such a policy as gave one white man in the South as much power as ten in the North.

He then made a great talk about a party that had deserted its principles, and he said a party that would do that in this way deserved to die, and he wanted to see it die. He endorsed Foraker as one who was and argued the association to take a hand in the matter at his election, the reason being that the Democrats were going to make a hard fight against him, but he wanted him to win because he had the backbone to carry out the principles of the party, and could not be swerved by the Mugwump element. He referred to prominent men in the association who had not been appointed to office applauded the colored orator with vigor, while the insinuations Coulter's eulogy of the Administration.

Dan Grosvenor, who was recently appointed to a $2,000 office in the Treasury Department, made a speech announcing to the association that he had been an original Foraker man. He urged the Republicans to go to work and raise funds to aid in his canvass. Dan is a brother of Congressman Grosvenor.

The absence of Senator Thompson, Second Assistant Postmaster-General Whitfield, J. G. Rathbone, Chief Post Office Inspector, ex-State Senator Rannels, and other Ohio office-holders was conspicuous and much commented upon.

Gen. Mahone and some of his Virginia followers will meet Senator Quay, Assistant Postmaster-General Clarkson, and other members of the National Committee here to-morrow for consultation. Mahone is apparently conducting affairs in Virginia with a higher hand than ever. He has now determined to be a candidate for Governor in order to vindicate himself. When the anti-Mahonites met in conference lately they submitted a lengthy plan to "the dictator," embracing a scheme of reorganization on a basis of equality to all factions. Mahone ignored the document utterly. Last week he held a three-days conference with his followers at his home in Petersburg. A new plan of reorganization, based on Mahone's ideas, was drawn up and will be submitted to Quay and Co. for approval. It is not known whether other members of the National Committee than Quay and Clarkson will be present, but others are expected.

The colored Republicans of Virginia seem to be more bitter against Mahone than the whites are. They are taking a great deal of interest in the coming conference. The Virginian statesmen who are Mahone's lieutenants in his efforts to organize the State, with himself as chief commander, do not include a half dozen colored men, and this has created a larger number of kickers than the General even in his most sanguine moments can hope to corral in the approaching Gubernatorial fight. His opponents have little doubt now that Mahone can be fully recognized as the boss of his party in Virginia by President Harrison, and they regard the acceptance of his plans for reorganization, as they are to be submitted to Senator Quay to-morrow as a foregone conclusion.

If the worst fears of the anti-Mahonites are realized there is no doubt that the word of revolt of Holland will have the biggest flight of his life on hand. To judge by what the colored Virginians say who are here, and for the most part they represent the intelligence of their race in the State, Mahone will no longer have the solid support of the blacks. These people from one cause and another are in a highly unhappy mood, and their disaffection is spreading every day. One of the reasons for this was Mahone's defeat of John M. Langston's aspirations for congressional honors last fall. Langston was the idol of his colored brethren in the district where he ran for congress, and it is said that as soon as the returns were received for his defeat and against Mahone's candidate. He will contest his seat in the House, which will be entirely useless, his friends think, if Mahone receives his credentials from the National Republican Committee to-morrow as boss of the State, as a further endorsement from President Harrison. The colored leaders say that Mahone's plan of campaign is and always has been to ignore them to the dictation and control of his white lieutenants planted all over the State and they have determined to break away from these conditions, let the result be what it will.

"Here," said a man from Virginia to-day, pointing to a ragged and almost shoeless but intelligent-looking colored man who passed by with a dejected countenance, "is a specimen of Mahone's methods toward my race. The most populous colored majority county in the Legislature of this State for more than seven years. He had great influence among his people, and Mahone worked him out of the way. The General promised him a big place in one of the departments here, and Henry Cox resigned his seat in the Legislature and came here. He got a clerkship in the Bureau of Printing and Engraving, where he was retained for a year, and then discharged just before the Democratic party came into power. And so it has gone. Everything has been done by Gen. Mahone to kill off colored leadership in this State. No colored man is allowed to gain and maintain influence. It was in pursuance of his well-defined method that he was led to oppose John M. Langston, and the colored people are going to give him a final overthrow. It will fall if they have to elect a Democratic Governor by a solid negro vote."

The colored men also claim that at the Petersburg conference last week the new negroes who were invited to be present were not allowed in the parlors of the house, but kept by themselves in a down-stairs room.

Col. Gillespie, in his report upon New York harbor, says that the Hell Gate improvement will be completed within a few years. A survey of the main ship channel, just completed, shows that the improvement is in a most gratifying condition, and there is no indication that Hardenburg's Channel has shoaled since last December. For the continuation of the harbor works $100,000 is asked.

For the Harlem River improvements $1,000,000 is asked. Col. Gillespie says that the work here can not be conducted economically unless the appropriation is large. A dam will be built on the east side of the bridge proposed to be built by the city where Broadway extended crosses Dyckman's Creek, and this may be used as a highway until the city builds the new Broadway bridge.

The estimate for Hell Gate and East River is $1,000,000. It is proposed to expend this sum in the removal of Hood Rock and in continuing the operations of the steam dredge on the other obstructions in the East River and Hell Gate, such as Heel Tap, Frying Pan, and Pot Rock, the reef in mid-channel off Sunken Meadow, the small reef off Hunter's Point at the southern entrance to the eastern channel around Blackwell's Island, and the principal projections of the long shoal which forms the western shore of the East River from Grand street to Thirty-fourth street. It is recommended that the long line of reefs in midstream, extending 1½ miles below Blackwell's Island, be removed by blasting as they are exceedingly dangerous. About four years will be required to complete the removal of Flood Rock and connecting rocks.

For Newtown Creek, $100,000 is asked; for Gowanus Bay, $100,000, and for Raritan Bay, $100,000.

On the Hudson River, $87,773 is estimated to be necessary to repair the dykes, and altogether the estimates for the improvement of the river during the next year amount to $200,000. The estimate for Saugerties harbor is $20,000; for Glendout harbor, $25,000. Col. Gillespie says that the manner in which the dredged material is disposed of by the State is very objectionable. Instead of being carried to a secluded dumping ground remote from currents, where the deposits would benefit and strengthen the dyke, the material is frequently deposited directly in the channel or in places where it is washed back into the channel. As this method has a tendency to produce shoals, Col. Gillespie thinks that the general Government should interpose and prohibit by stringent legislation the continuance of operations by the State whose effect is ultimately to obstruct navigation.

Capt. Cheney of the Engineer Corps, in charge of the work of improvement of Sheepshead Bay, reports that there is no necessity for further appropriations at present. He estimates that $10,000 can be profitably expended during the next fiscal year on the work at Canarsie Bay, the same amount for the improvement of Sumpawanus Inlet, and $30,000 for the improvement of the channel between Staten Island and New Jersey, $16,500 being the amount deemed requisite for the improvement of the Arthur Kill.

Nine thousand dollars is asked for the improvement of the Passaic River below Newark, and $100,000 for the improvement of the river above that city.

The estimated amount required for the Elizabeth River is $16,150; for the Rahway River, $29,250; for the Raritan River, $100,000; for the South River, $30,000; for Keyport harbor, $10,000; and for Shrewsbury River, $40,062.

Col. John M. Wilson, Commissioner of Public Buildings and Grounds, in his annual report to the Chief of Engineers recommends that an office building be erected for the use of the President just west of the White House, and where the greenhouse and conservatory now stand. The latter he says might be rebuilt on the ground east of the White House, and between it and the Treasury building. Col. Wilson believes that the time can come when the Chief Magistrate of the country should no longer be obliged to have his private residence and his office under the same roof. The President, the report says, is entitled to the same privacy in his home life as the humblest citizen. The suggestion is made that the conservatory to be erected might be connected with the White House by a picture gallery opening out of the East room, and containing portraits of all the Presidents of the United States and of the ladies who have assisted them in their social duties. These ideas are submitted with the hope that Congress will at least pass a law inviting all the architects of the country to submit designs for buildings to be used for the purposes named. A prize, it is suggested, should be given to the designer whose plan is accepted.

It is recommended that the White House stables be removed from their present location to a site to be purchased on the other side of Seventeenth street, and further away from the White House.

The Civil Service Commission has been investigating the Post Office at Grand Rapids, Mich. The Commission's report was submitted to the Postmaster-General to-day, along with seven affidavits, charging F. A. Hudson, formerly chief clerk of the railway mail service at Grand Rapids, with having collected or attempted to collect money for political purposes from Government employes in the Government building at Grand Rapids last fall. One of the affidavits, that of John McConville, asserts that Mr. Blair, the Grand Rapids Postmaster, assisted Clerk Hudson in an attempt to extort money for political purposes from McConville. George T. Ergenbright and Lauritz Sullivan swear that they paid money for campaign purposes to Hudson at the latter's request. They also say that they wrote letters to Hudson in June last declaring that no such contributions had been made or asked for. Ergenbright says he wrote his letter because he was afraid he might lose his place if he didn't. Sullivan's motive was friendship for Hudson. Mr. Weber says that Hudson asked him to contribute, under pains of dismissal. He didn't contribute, and was dismissed. The other affidavits are of similar purport.

Mr. Hudson has made affidavit denying the charges, and the Chairman of the local Democratic organization swears that Hudson never turned over to him such sums as he is alleged to have received from Government employes.

The Civil service Commission thinks either Mr. Hudson or the men who have testified against him should be prosecuted. Because of the Commission's lack of power to subpœna witnesses and administer oaths, it finds itself unable to determine who is guilty, and has turned the whole matter over to the Post Office Department for such further investigation as may be deemed proper.

Ex-Congressman Roswell G. Horr of Michigan, recently appointed Consul to Valparaiso, flings the honor back in the face of the Administration, and says it is an insult to offer him such a dairy place. It is understood that Mr. Horr has written a letter to the President, in which he explains, in his characteristic style, why he cannot accept a banishment at $3,000 per year. This letter has not yet reached Washington, but is expected to-morrow.

The entire Republican party of Michigan seems to have taken up the case of Mr. Horr and are resenting his ill treatment. The Democrats think that he was treated very generously in getting anything at all. Horr first aspired to be Minister to Mexico, and he and his friends thought for a long time that his ambition would be gratified. Some of the very enthusiastic friends of the ex-Whip of the House who have been here lately claim that they see in the repeated signs which certain Mr. Hagan and others are now giving that a great part of both Blaine and Harrison to punish the men who stuck so persistently to Alger at Chicago last summer. Horr, who was a howling Blaine man in 1884, was howling equally loud for Alger in 1888, and refused to listen to reason or entreaties. His friends do not hesitate to say that he was singled out by the Administration as a fit subject for rebuke. Ex-Senator Palmer, whose appointment as Minister to Spain was a personal favor from the President with which the Secretary of State had nothing to do, was an enemy of Alger, and a hearty supporter of Blaine in 1884, but he has done anything else. He has been opposed to Blaine since 1880, having been an Arthur supporter in 1881.

Mr. Blaine repeatedly told the Michigan Senators and other friends of Horr that he should have an appointment that would be entirely satisfactory to him, and he regards dignity and importance and financial ease. But whatever the cause may have been for putting Horr off with such an obscure appointment, and no matter what justification there may have been for it, President Harrison has made many enemies among the Michigan Republicans, who have long regarded Horr as one of the finest practical men of their State. He was a member of congress, and a fantic on exhibition. They are indignant at the small price he has secured, and are saying some pretty mean things about Harrison. Horr himself does not hesitate to say he expected better treatment. The Valparaiso Consulship will not go a-begging. In addition to the salary of $3,000 the fees are quite respectable, and it is not at all probable that the President will have to go outside of Michigan for a man willing to accept the place at which Horr turns up his nose.

Corporal Tanner is still being subjected to the chastisement of Secretary Noble and Assistant Secretary Bussey, who do not like him, and it looks very much as if he would finally have to go. To-day three medical examiners were removed by Noble, under Tanner's lash, because they have been altogether too liberal in rating pensions. Tanner tried hard to save his neck, but when beaten, said nothing about resigning.

Major Miller of the Engineer Corps, in charge of the improvement of the Mississippi River between the Ohio and Illinois Rivers, reports that the plan of general improvement contemplates a reduction of the river to an approximate width of 2,500 feet below St. Louis, and estimates that $1,000,000 can be profitably expended during the next fiscal year.

B. J. Hartman of Findlay, Ohio, was to-day appointed chief of the division of accounts in the General Land Office, vice Fletcher Johnson, resigned.

Admiral Green's Board on Naval Tactics met at the Navy Department to-day and organized. Several meetings will be necessary to formulate plans for the work before the Board, which includes a complete revision of the present system of naval tactics, necessitated by the change in late years from old broadside wooden vessels to modern steel cruisers, monitors, barbette ships, and dynamite boats.

The following-named fourth-class Postmasters were appointed to-day:

Pennsylvania—J. T. Kirkner, Berlin; W. S. Mountain, Conshohocken; J. W. Carnahan, Indian Creek; S. S. Bergey, Indiansville; E. J. Slough, Harrisburg; A. B. Bell, Hope; Belle Asphalt, Lacy; J. H. McKown, Oakland Cross Roads; H. R. Coen, Pine Bank; Harry C. Mathews, Pinesville; George W. Troxel, Turbutville; George C. Wheaton, Windham.

New York—H. Kirchner, Velatie.

The Construction Bureau of the Navy Department has completed the detailed drawing for the new 2,000-ton cruisers 9, 10, and 11. A noticeable feature of the internal arrangements is the transfer of the wood room and quarters for the juniors from the small cramped space where they are usually located to a broader and more commodious part of the ship. Standing bunks are provided as well as a winding stairway under the after pivot gun, bathrooms, and other accommodations making the junior officers' quarters as comfortable as the Captain's formerly were.

Gen. Schofield will leave to-night for New York, where he will attend a meeting of the Board of Fortifications and Ordnance, of which he is a member. The Board usually holds its meetings in this city, but at this time there are certain works in progress that render it advisable for the members to go to Sandy Hook, where numerous experiments are to be made. The immense dynamite guns now under construction for the Government will be inspected.

GETTING READY FOR 1892.

THE CHAMBER OF COMMERCE TO START THE BALL ROLLING.

A Special Meeting Called to Consider the Matter—Solid Signers to the Call—Mayor Grace Says that We Must Have It.

The Chamber of Commerce will hold a special meeting on Thursday, July 25, in response to the following notice:

"NEW YORK, July 16, 1889.

"*Charles S. Smith, President of the Chamber of Commerce.*

"DEAR SIR: The undersigned, members of the Chamber of Commerce, respectfully request you to call a special meeting of the Chamber for Thursday, July 25, at 1 o'clock P. M., to consider what measures should be taken toward celebrating by a great International Exhibition in this city in 1892 the four hundredth anniversary of the discovery of America by Christopher Columbus. Your obedient servants,

"CORNELIUS N. BLISS, JOHN JAY KNOX,
"J. EDWARD SIMMONS, SOLON HUMPHREYS,
"WILLIAM L. STRONG, JOHN T. TERRY,
"GEORGE S. COE, RICHARD A. MCCURDY,
"and others."

Ex-Mayor William R. Grace is a hearty advocate of the International Exposition. He thinks that 1892 is the year in which it should be held, and that there is no other place than New York for it. Mr. Grace represents large business interests in this city and large commercial interests here and in other countries. He is also thoroughly acquainted with the excellencies and possibilities of New York through his long and prominent experience in municipal office. He believes that the Exposition, if properly organized and conducted, will be popular, and will be both a civic and financial success.

"There is no other place than New York," said Mr. Grace, "for holding the International Exposition of 1892. The civic spirit is increasing in New York every year. There was a time twenty years ago, especially before the war, when Philadelphia and other cities smaller than New York could carry out public enterprises in a better and more harmonious way than New York could. New York is a busy city. Its inhabitants are of many nationalities; they are not homogeneous. Their interests are not as much in common as are the interests of business men in some other cities. Competition is keener; men are busier; they look after their own interests more in New York and combine less readily in public enterprises. But the civic spirit has increased greatly since the war. The public meetings and public enterprises of the war tended to make a civic spirit. The business men have since organized in exchanges and associations. The men in each kind of business have found that their interests are in common, and by uniting they can best promote their own benefit. This feeling is strong now in New York as it never before.

"There is also a large class of retired business men who are capable and willing to take part in enterprises of a public nature, and whose ability, skill, and capital are such that the enterprises in which they take part are certain to be successfully carried out.

"The business men should have charge of the International Exposition. The active business men of the city could not give the time it which it requires. They should take an interest in it, and they will. They should act and contribute to it, but they cannot spare the time from their own business to give to active management. The men who hold the control of the various exchanges and associations of New York. Each of these could select from its prominent members men of standing in the community, with a knowledge of the interests of the city and with the means and time to conduct the organization necessary to make the Exposition a success.

"The hotel men and the railroads in particular will profit by the Exposition, and should contribute largely to secure it. Their interests will be so identified with the Exposition that it would be business on their part to take much of the work on their shoulders and to pay much money to secure it. The men in active business so much should give their personal attention to the Exposition. Men in other business that it would not benefit so directly and to so great an extent as the hotels and railroads could contribute to the guarantee fund and could be represented through the organizations of their trades. The Exposition should be brought into any organization which conducts the Exposition. It is only by their unity of action that an Exposition worthy of the city of New York can be held and have the success which is possible. The Mayor as the head of the municipality should select a committee of prominent men and call them together to a meeting at which the organization should be begun and arrangements made for the preliminaries to the Exposition.

"I do not think there would be any opposition to the city making a liberal appropriation for an Exposition. There are many sites which could be selected for the Exposition. One might be one of the new parks in the Twenty-third or Twenty-fourth ward. The money which the city would contribute would thus be spent in beautifying its own parks, which would be improved in work. It would be a wise expenditure of the money of the city's people for the benefits which would come through having the Exposition here. The State and Federal Governments should also make appropriations. The city should take the lead. The State should appropriate money to aid the Exposition, and in addition, a sum sufficient to pay its share of the expense of the State officers and projects of the State. Congress should pass appropriate legislation, and should make arrangements for the securing of exhibits and Commissioners from foreign countries.

"All this should be done at once. The calling of a meeting by the Mayor would be first. The meeting would make arrangements for the necessary appropriations and action by the city, State, and country. They should all work together, the experienced business men of New York taking the bulk of the labor on their shoulders.

"The Exposition should be a popular Exposition. It should be open on Sundays so that the working men could come to it and take their wives and children there. The charge for admission should be lowered on Saturdays and Sundays for the benefit of people who could not come there on other days. The Exposition should include attraction for working men and people of moderate means. The Exposition should invite all the inhabitants of the city and the suburbs as well as visitors from the rest of the United States and foreign countries. The majority of people who would attend the Exposition would come from New York and the neighborhood, and the Exposition should have a popular character. If it is so it will have the quite respectable, and it is not at all probable that the President will have to go outside of Michigan for a man willing to accept the place at which Horr turns up his nose.

"An Exposition properly conducted and worthy of the city would bring millions of people to New York. I think that there would be over ten million visitors to the Exposition. There should be a sufficiently large guarantee fund provided to anticipate the money to be received from admission fees, so that there receipts could be used for the embankment and improvement of the Exposition. There should be no financial profit in the Exposition itself for any one. The benefit to the city would come in the increase in trade and in the visitors, without there being any expectation of profit from the admission fees. An Exposition could be run so as to pay its own expenses and make money, but an Exposition of this character should not be run for profit. It should be of a popular character, as I have said. The greater the number of people who attend it the better; but it distinctly should in no way be a money-making scheme.

"For the success of the Exposition three things are essential, besides good management: First, a sufficient guarantee fund; second, earnest co-operation by the United States Government; and third, the absence of any seeking for personal profit by means of the Exposition.

"I think that the new parks in the Twenty-third and Twenty-fourth wards furnish the best sites for the Exposition. More people would come to an Exposition in Central Park than further up town, because it is more accessible; but I doubt if that the Exposition could be held in Central Park without doing the Park too much injury. Central Park should not be sacrificed to an Exposition. The parks in the annexed district are larger and offer more ample grounds. If we have two, let us have one. Holding an Exposition in the new parks would tend to beautify the parks, without injuring them in any way. There are many sites in these new parks. The best of them could be selected after the preliminary organization was formed.

"Action should be taken soon to start the organization. Representatives from all the interests in New York should take part; representatives of the workingmen should be invited to attend. New York could hold the biggest Exposition that was ever seen. Washington could not accommodate the people. There is no comparison between the two cities. New York is the only place."

They Tried to Get a Corner on Trousers.

John Martin and Frank Watson went into Rogers, Peet & Co.'s store at Broadway and Thirty-third street and asked to see some trousers. Both went into separate dressing rooms to try on a pair. Martin emerged first and Salesman Collins noticed that he had suddenly become fond of feel pounding his hand on the man's chest. Collins pulled down four pairs of trousers. Nothing was found on Watson when he came out, but in the dressing room were three pairs of trousers. Both men were arrested. In the Jefferson Market Court for Martin pleaded guilty and Watson not guilty. Both were held. The couple were well dressed. Each refused to give anything more than his name.

Blaine-Kelly.

MINNEAPOLIS, July 16.—Miss Anna Kelly, daughter of Anthony Kelly, and James F. Blaine of St. Paul, brother of Jas. G. Blaine, were married in the immaculate conception church this morning. The bride's father and J. G. Carrigan accompanied them to the altar.

AUSTIN CORBIN'S STEAMSHIP LINE.

Rumored Purchase of 3,200 Acres of Land for Piers at Montauk Point.

PHILADELPHIA, July 16.—Austin Corbin has been in Philadelphia all day looking after the projected new terminal for the Reading Railroad in this city. A copy of the despatch printed in this afternoon's New York papers about his purchase of 3,200 acres of land at Montauk Point for a new steamship line was shown him to-night, but he declined to be interviewed. He said the despatch was not true, but at once added that any such publication was premature, and that as soon as the plans for the new line were perfected he would be willing and glad to talk about it at length.

From the Evening Sun.

Very nearly two years ago the idea of forming an American line of steamships to ply between this country and Liverpool attracted much attention. Austin Corbin was at the head of the movement, and many wealthy and influential Wall street men were said to be backing it. The idea aroused public attention, and it was believed that in the near future we would be able to cross the Atlantic in ships of American build, under an American flag, and piloted by American skippers. England and other foreign powers which at present carry American tourists to and fro took great interest in the plan, and the English princes of shipping circles said that if the idea became any more than an idea they would be compelled to retire from the field. The patriotism of Americans had finally been aroused, and every one saw the great advantages that the formation of an American line of steamships would give to the country. The subject was one of the nine days sensations, and then everybody forgot that such a plan had ever been thought of.

This same idea is once more being agitated, and it appears at the present writing as if the plan will really be carried out and as if the much-talked-of American steamship company will become a reality. Once more Austin Corbin's name heads the list of the furtherers of the plan, and once more the names of prominent New York business men are among the lists of future stockholders. It is very probable that before two years have passed the first steamship of the new company will have been launched.

An eminent member of the Maritime Exchange, who, although he has a large interest in the business of several well-known transatlantic English steamship companies, has the "inside track" of the proposed American Steamship Company, was told of the subject when seen in the rotunda of the Exchange by an EVENING SUN reporter. He said:

"Although I am an Englishman by birth and although my business is mostly English, America is the country of my adoption, and I am glad to say that I and in fact almost every one of the members of this Exchange, believe that the desired American line will become established in reality as well as in name.

"Mr. Austin Corbin, as was the case before, is at the head of the scheme. Then there are men from Boston, Philadelphia, and New York who are of Vanderbilt and Jay Gould have their eyes on it, and that they have already sent their checks to the presiding genius for their share of the first expenses.

"I have it direct from headquarters that a stock company is at the present moment being formed, and that before many months have gone by the company will have been incorporated with a stock capital of $10,000,000 and that operations will have begun. Of course, it is impossible to say to whom the honor of building the first American steamship will be given. A number of prominent builders are after the contract, and as they are private citizens, that is to say, not one of them is a public builder, who at present is causing quite a deal of talk by the quick work and making of turning out good, safe and fast steamships, win get the plum. But then there are several Maine men who are striving for it, and it is thought that if Mr. Cramp, the well-known builder of the Norwich firm gets it it will be a great boon for the new South. If the Maine men succeed it will only be new laurels for the North.

"The first steamship will be turned out in about two years from the present date. There are to be for the trial of American ownership two steamships built at first all. Of course if the venture is successful there will be more ships added to the fleet until there are enough to establish branches as the English have in all parts of the world.

"The eight steamships will cost by themselves a fortune. Each new vessel cost the company $1,000,000, the total being on the eight ships nearly $10,000,000. The eight steamships will be floating palaces, equal in accommodations to the famous Parisian hotels and filled up with every comfort and convenience that art and American skill can devise for the use and benefit of the passengers. The steamships which will be monsters. The famous Inman and International liner City of Paris, and her sister ship the City of New York, are each of 10,000 tons gross burden. The steamships Etruria and Umbria, ex-famous record breakers, are of about the same burden.

"The steamships of the new American line will turn out upon the water will be at least 12,000 tons, 2,000 tons more than the largest vessel now afloat. In comparison to these new American steam-ships the City of Paris and the City of New York will look small. The steamships will, in all probability, surpass in speed the fastest liners, and will be the first to cross in five days.

"As the manner in which the American steamships will be docked at least twelve hours will be saved, it takes at least that time to come turning around up through the Narrows and the harbor of New York. To do away with this loss of time the company has purchased land at Montauk Point on Long Island. It is thought that by this step travelers will save at least half a day, and sometimes, when the fog is thick, very nearly a day and a half.

"The American steamships will thus be able to make passages that will not vary twelve hours in the time all the year round. As soon as the ship has cleared at the Point she will be able to put on full steam and get under way. There will be no danger of grounding in shallow water, either.

"Mr. Austin Corbin says that the docks that will be built at Montauk Point will equal those of Liverpool and that a mammoth new pier dock will be built that will equal the one now being constructed at Philadelphia.

In addition to all this, the new line and its new landing place will necessitate the construction of a new Custom House and a Barge Office at Montauk Point. Mr. Austin Corbin in his office on Broadway, while not very anxious to talk over the subject, because of the fiasco of two years ago, said that the establishment of the new American line would be a boon of the near future. The steamships will carry only passengers, mail matter, and fast freight express. Unlike the Cunard and the White Star steamships, the first-class cabin passengers will be limited to such a number that all can be fed at one time in the dining rooms. There will be accommodations for about 300 first-class cabin passengers, or about the same number as the Intermediate, and for about 1,000 in the steerage. The total number of passengers carrying capacity of the steamships with the crew and officers, about 2,000 persons.

The skippers, the officers, and the crew of all the American ships will be the best that American can provide. The doctors and nurses will be compelled to show diplomas from some school of medicine before they are employed.

Congress will be asked to aid the new venture by granting the line a subsidy for carrying the mails, now carried by the English and Germans and Frenchmen. This is the essential feature of the business, as it will be the monopoly for the carrying of the mails. That Congress will grant the subsidy there is not a doubt.

The Nicaragua Canal.

SAN JOSÉ DE COSTA RICA, July 15.—The Nicaragua Canal Company's representative here, Mr. Louis Chable, is still occupied in mediation between the Governments of the two republics. Whatever contrary opinion may be held by the company or by persons indirectly interested in the great enterprise, it is nevertheless a fact that Costa Rica is far more anxious and willing than Nicaragua to hasten the boundary of the canal. Nicaragua still continues to raise objections, discover obstacles, and, in short, behave perversely.

Mr. Chable is extremely reticent, yet seemingly confident of being able to arrange all difficulties. The difference between the two republics manifests itself more than ever at such a time. Costa Rica is cosmopolitan in a thousand ways—always advancing, always seeking to advance. It recognizes the importance of friendly relations with the United States and aims to strengthen and increase these, while Nicaragua is seemingly indifferent. Day by day American influence and American properties become stronger in Costa Rica. The Fourth of July was very generally celebrated this year, particularly in San José. The acting President and the Cabinet visited the American Consulate in a body, and remained an hour or more conversing with Consul Wingfield. The military band was stationed in the street before the house while the reception was taking place, in which a large number of prominent Costa Ricans participated as well as all resident Americans. The days of all nations were run up and a general holiday air prevailed.

One could imagine that the Nicaraguans regarded the project as a day dream to be discussed for the next century, as it has been for the past 350 years. Certain old-fogy proprietors grumble at the wages offered by the company to laborers, $20 per month and "found," as too high; $15 per month, or 50 cents per day, and "find yourself," are the wages usually paid. Nevertheless the preliminary work is advancing at Greytown, which already presents an animated picture. The report of extreme unhealthfulness at that port are vastly exaggerated. There is absolutely no reason why New Orleans should be guaranteed against these northern Central American pestilential towns. A few cases of malaria or intermittent fever are the worst to be apprehended.

C. L. CHARLES.

NEWS OF THE RAILROADS.

THE GENERAL PASSENGER AGENTS BEGIN THEIR MEETING.

Routine Business Disposed Of and the Ontario and Western Matter to be Taken Up—The New Immigrant Agreement.

The general passenger agents of the trunk lines met yesterday to transact certain important business connected with the Clearing House, such as the disposal of the Ontario and Western's contract with the Thingvalla line and the proper distribution of passengers among the various lines. These are both difficult problems, and the agents decided to get the routine business out of the way first. Only a little time in the afternoon was left for the discussion of the immigrant subject. There are outside conferences to be held with the parties concerned in the Ontario and Western's contract, and pending these the agents adjourned to meet at 11 A. M. to-day. As for the percentage that each line shall get, there is likely to be considerable discussion. The Lackawanna has been getting about half the business, and the Ontario and Western a large slice of it. Probably the former will not be content with a paltry 15 or 16 per cent., such as it used to get before it did an independent business. The wishes of the boarding house keepers will also come up for discussion, and the agents will probably try and keep on good terms with them, by fair promises at least.

Monday was the day set by Arbitrator Fink for the Delaware, Lackawanna and Western and the Ontario and Western railroads to turn over their third-class tickets to Manager Doane of the Clearing House and to shut up their First ward offices. They didn't do so until yesterday, possibly because it involved a good deal of work getting things together. A Union line steamship came in yesterday with over 200 immigrants for the Lackawanna road, who were ticketed by that company and not by the joint agent. This is contrary to the decision of the arbitrator, but it isn't likely to cause trouble. The exact number will be referred to the Lackawanna road, and it will apply on their proportion of the traffic. Both the Lackawanna and Ontario offices in the First ward were said to be abolished yesterday. For the sale of all tickets other than third class the joint office at 1 Broadway is supposed to answer.

The general freight agents of the trunk lines, with a representation from the Central Traffic Association, had a preliminary meeting yesterday to discuss the division of rates among the connecting lines. It is the intention to go over the whole head of freight commodities as is done periodically. This will require several meetings.

By decision of the Sixth Judicial District of the Supreme Court of New York, the Ontario and Western has finally overcome the opposition of the Erie road, which tried to prevent the former from extending its line into the coal region of Pennsylvania in the vicinity of Hancock, N. Y. The new line is called the Hancock and Pennsylvania Railroad.

President Corbin's new village called Rockaway Park, which is being laid out on the site of the old hotel, and will contain considerable land to the westward, will contain over 1,000 lots which are held at prices that will bring in a handsome profit if they are sold at the asked rate. A number of the avenues west of the hotel have already been graded, and business is to be confined to two or three localities. Besides certain undesirable kinds of business are prohibited, and a good class of people will be in business will be maintained which will keep out the boisterous element. The property belongs to the New York and Rockaway Beach Railway Company.

A propensity for boxing contests has developed among the officers in the train despatcher's office of the Long Island Railroad in Long Island City. It is said that W. L. Jarvis is the most dangerous pummeller on the road, and that E. V. Thomas, a fellow operator in the same office, is preparing to wrest the championship from him. A match for $250 a side is talked of.

Some well-known engineers run on the Harlem Lane ad. George Doty at present is the oldest one in the service, and for some years has taken out the Chatham train. He operates engine 60, and has been running about twenty-five years. Engineer Hughes, in charge of engine 61, comes next in point of service. He has been an engineer on the Harlem road about a year less than Doty, and he started railroad life as a fireman there. He makes two trips daily to White Plains, at 1.10 and 5.57 P. M., and he gets over the twenty-three miles in forty-five minutes. Hughes is lively since recovering that he makes eleven stops. Ed Humphrey used to be the veteran roadster of the Harlem road. He is now doing service in the yard at Chatham. He did something like thirty years' service. Being familiarly known in connection with the Chatham express.

The Long Island Railroad people think they make as good a record of speed on regular trips as any road in this vicinity. One of their best trips is made by the Sag Harbor mail, with Wm. Mangin at the throttle of engine 121. In going from Jamaica to Greenport, it is a distance of twenty-five miles. Yesterday this train slowed down at three different points, he makes the run in twenty-six minutes. The train generally carries two baggage cars, two parlor cars, and four or five coaches, which is heavier than the average.

The Western roads yesterday agreed to modify their tariffs on live stock from the Mississippi River, continuing the reduced rates to Kansas City. The Chicago and Alton's 22-cent rate on cattle will be met only at Kansas City and 25 cents will be charged from St. Joseph, Omaha, and Council Bluffs, and 27 cents from Sioux City. The Chicago, Burlington and Quincy maintained at all points, even at Kansas City, against the Alton's rate of 18 cents. By this action they voluntarily surrender the live hog traffic from southwestern Missouri points to the Alton. The object of continuing the cut rates to the Southwestern territory is to keep the Alton out of Iowa so that the local rates on live stock in that State can be held firm.

MAURICE B. FLYNN'S WILL.

Executed Three Days Before His Death and Leaving Everything to His Wife.

The will of Maurice B. Flynn, who died at Long Branch on July 9, was executed at Irvington only three days before his death and just before his removal to Long Branch. It was witnessed by Dr. John P. Munn and Edward Beers, Jr., both of this city. Mr. Flynn makes his wife, Florence L. Flynn, his sole legatee and executrix. Incorporated in the will is the following:

"I am not unmindful of the fact that I have a child named Vera, but as she is in the care and custody of my beloved wife I have made a disposition of my estate to her, in the full belief that my child Vera will thus be regarded for her future welfare and happiness."

Vera is 2 years old.

Wandered About with His Throat Cut.

About half an hour after midnight Monday night Park Policeman Jeremiah Egan, on duty in Tompkins square, saw a man wandering about the park with a bloody towel about his neck and blood stains on his clothes and hands. The policeman took him to the East Fifth street station house. He said he was George Gilbert, aged 35 years, of 540 East Twelfth street, and that he had cut his throat to end his life. There was an ugly, jagged wound on his throat, and he was faint from loss of blood. He was taken to Bellevue Hospital. The police found that the room at 540 East Twelfth street had ever heard of Gilbert, but during the morning the housekeeper of 536 East Twelfth street noticed a peculiar odor in the room on the first floor of that house. The bed was soaked with blood, and blood stains covered the floor, chairs and table. On the floor near the bed lay a common table knife with a rough and jagged edge, which was also covered with blood. The housekeeper said that the rooms were occupied by a man named Shubert, who lived there alone, but neither she nor any one else in the house knew any of the circumstances connected with the attempted suicide.

Shubert had occupied his rooms for about a month. He was a wife and one child but the wife left him and took the child with her. He had been drinking of late, and last Saturday told the housekeeper that he was out of work and could not pay the rent.

A Small Franco-German War.

Elias Koppe and Robert Toulouse are waiters and live on the top floor of 332 Third avenue. They are both married, and their wives quarrel. Koppe is a German Jew and Toulouse is a Frenchman. On Monday night Toulouse came home from celebrating the fall of the Bastile and had a row with Koppe. The latter separated the two men. Yesterday morning at breakfast time France and Germany got at it again. This time Toulouse stabbed Koppe several times with a small knife, but didn't hurt him much. Toulouse is held in default of $1,000 bail.

Is Minister Preston a Humorist?

The story was circulated yesterday by friends of Leguime that Hypolite of Hayti had commissioned W. P. Clyde, President of the Clyde line of steamers, a General of Division, and Mr. Cameron of the same line a Brigadier General, and had appointed Johannes Hassell of this city Minister Plenipotentiary and Envoy Extraordinary from Hayti to the United States. Mr. Cameron said that he had not heard anything about it. Mr. Hassell said he guessed it was one of Minister Preston's jokes.

Refused to Pay Extra Fare.

Ex-Assemblyman Edward A. Darragh of Far Rockaway got on the train of the Long Island Railroad at Rockville Centre in the morning before the tickets office was open, and was unable to purchase a ticket. He offered the conductor 70 cents, the regular price for an excursion ticket. The conductor wanted 85 cents. Darragh refused to pay it, and was put off the train at Valley Stream. He says he will bring suit against the company.

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