THE GRADE CROSSING BILL.

PROTEST AGAINST IT BY THE BOARD OF STREET OPENINGS.

Mayor Grant Sees in It an Effort to Avoid the Cost of Raising Less Than One Mile of Railroad Tracks at the Expense of Ruining Our Best Water Front.

Among the bills in the hands of Gov. Hill, and awaiting his signature or veto, is one that is intended to do away with all street crossings of railways at grade. It was opposed by the New York city members, and their opposition has been continued by the Board of Street Openings. The Board is made up of the Mayor, the Comptroller, the Commissioner of Public Works, the President of the Park Department, and the President of the Board of Aldermen. At the last meeting of these officials resolutions were passed asking the Governor to veto the bill, and accompanying them to Albany was this protest, signed by all the members of the Board:

The undersigned, members of the Board of Street Openings and Improvements of the city of New York, do most earnestly remonstrate against your approval of a bill now before you known as Senate bill No. 718 printers' No. 630, entitled "An act to amend chapter 682 of the laws of 1888, entitled 'An act to regulate the construction of roads and streets across railroad tracks.'"

The effect of your approval of such bill would be to retard, if not in many instances to prevent the opening of streets and avenues in the city of New York which give access to the entire front of the Harlem River, from the Hudson to the Sound. Great complaint is now made by the entire population of the district embraced within these limits of the delays attending street openings. To add further impediments to such openings and to create further delay would be disastrous in the extreme. The United States Government has appropriated a large sum of money, and is now being petitioned to appropriate a very large sum at once to complete the navigation of the Harlem River from the Hudson to the sound. To practically cut off all access to such river, as might be the case if the proposed legislation is enacted, would be to neutralize and probably defeat the efforts of those who are endeavoring to get improvements of vital interest to New York completed at the earliest practicable moment. The power to open streets is now vested in the heads of the departments forming the Board of Street Openings and Improvements of the city of New York, representing all interests and may be safely confided to such Board. This proposed legislation would radically change the whole system of street opening, and would discriminate in cases where the streets are to cross railroad tracks, so that there would be one mode of procedure to open the streets where they did not cross railroad tracks, and another mode of procedure to open them where they did. This law, if approved, would apply to all streets and avenues having double, treble, or quadruple track railroads. For these and many other reasons which might be stated we do most earnestly protest against your approval of such bill.

HUGH GRANT, THEODORE MYERS,
THOMAS F. GILROY, WILLIAM HEMMING,
JOHN H. V. ARNOLD.

Besides these heads of departments private parties have joined in a memorial to the Governor in opposition to the bill. Among them are the Real Estate Exchange, the Astor estate, the Gouverneur Morris estate, and the Port Morris Land and Improvement Company. The objections of all these interests are involved in the following quotation from the bill:

No street or highway within the limits of any city containing a population of 25,000 inhabitants, or within a radius of twelve miles of such city, shall hereafter be laid out, opened, or constructed across any double, treble, or quadruple track railroad operated by steam or adapted to the use of railroad cars, or across any railroad yards, grounds of such railroad, on the same ground or level with such railroad, whether compensation be made to the corporation owning such railroad or not, unless the commissioner of the railroad department shall deem such highway necessary to lay out, opening, and construction thereof, shall have notice of application for such order shall be given to the railroad company, whose property is sought to be so taken. An appeal may be taken to the general term of the Supreme Court from any such order.

More than a year ago a petition came before the Board of Street Openings from residents of the district in which it is proposed that Alexander avenue be opened to the river. This avenue runs from North Third avenue south to 132d street, between which street and the river is the freight yard of the New York, New Haven and Hartford Railroad. If the street were to be opened as petitioned it would be necessary to cross more than fifty tracks constantly in use. The New Haven Railroad people opposed the petition, and countered with another petition asking that proceedings pending for the opening of Willis avenue and Brown place be discontinued and that Brook avenue be closed. The railroad tracks run for nearly a mile from the freight station east and northeast across land owned by the Gouverneur Morris estate and the Port Morris Land and Improvement Company. All the streets mentioned and many others were projected in 1868, before the railroad was built. The grades were fixed at that time, and all the streets and avenues were to extend to the water front. The water is unusually deep near the shore. Mayor Grant said yesterday:

"It is one of the most valuable water fronts in the world, certainly the most valuable in this city, and the operation of this bill would render it absolutely useless. The railroad itself is built upon a back supported by piles, and is already somewhat elevated above the general level of the land. By the adoption of the Coggeshall bill all the streets projected for the hundreds of acres thereabouts would have to be sunk under the tracks, a thing which is quite impracticable, or would have to be raised over them by bridges. That is equally impracticable, as it would prevent the heavy traffic which will be a feature of business when the locality is improved. Moreover, the streets would reach the water front at such an elevation as to make docks there unavailable. If, however, the railroad should elevate its tracks a few feet further the streets would be raised to the grade originally determined. The purpose of this bill is to enable the railroad to save the expense of elevating its tracks. It must either do this or the value of the land will be lost and the city will lose its best remaining water front."

These considerations prompted the Board of Street Opening on July 19 last to deny the petitions of the New Haven Railroad Company. Although there were good reasons why Alexander avenue should not be opened across fifty tracks to the water front, the refusal of the residents' petition would have set a dangerous precedent.

Port Morris property owners were proceeding, therefore, to improve their land when, early in the legislative session, J. Irving Burns of Yonkers introduced a bill into the Assembly that was identical in its provisions with the Coggeshall bill quoted above. Corporation Counsel Clark immediately went to Albany to convey the protest of the Board of Street Openings and representatives of the Port Morris Land Company, the Real Estate Exchange, and the Astor and Morris estates went along also. They had a hearing before the Railroad Committee of the Assembly, and to such purpose that the committee resolved unanimously not to report the bill.

Then, the opponents of the measure say, the New Haven Railroad people represented to the State Railway Commissioners that the railroads were desirous of lessening the danger of railway traffic by abolishing grade crossings. The Commissioners thought it a good idea, and recommended the proposed measure to Senator Coggeshall, who forthwith introduced it. The opponents of the bill say they have never imputed improper motives to Senator Coggeshall or the Commissioners in this matter. They think that the Albany people were misled by what appeared to be on the surface unobjectionable and worthy features.

Senator Coggeshall introduced the bill on April 21. It was immediately read twice, ordered to a third reading, and referred to the Committee on Railroads, retaining its place on the order of third reading. The committee reported it favorably on the 25th, and it was passed the same day. Shortly after it went through the same rapid process in the Assembly. Hardly had the bill reached the Governor when a representative of the railroad called upon him to urge him to sign it immediately. The caller's anxiety convinced Gov. Hill that the measure deserved investigation, and accordingly the bill has not yet been signed.

Thus far the city authorities have objected to the bill solely on account of the damage it would inflict to the city's interests. Private persons and corporations who opposed it have called Gov. Hill's attention to a fine point in the phraseology by which the state and local authorities are made subservient to the railroad companies. "No street or highway," reads the bill, "* * * shall hereafter be laid out * * * across any double treble, or quadruple track railroad," &c. This, it is urged, would tie the hands of public authorities, and give absolute control of the grades of highways hereafter to be laid out to the railroad companies, unless the authorities can convince the Supreme Court that a grade crossing is a public necessity. The phraseology does not provide for a process by which the railroad companies may be compelled to elevate or sink their tracks to avoid a grade crossing. The expense of providing for public safety is shifted from the railroad companies, where it now rests, to the community.

It has been suggested that the bill should read: "No track or tracks of a railroad operated by steam power shall hereafter be laid or constructed across any highway heretofore laid out, projected or built, at grade but shall pass under such highway, unless the Supreme Court upon proper petition and upon notice to the public authorities, shall decide that such crossing is a public necessity." This the opponents contend, would place the burden of responsibility for grade crossings upon the railways, where it belongs.

They further point out that the New Haven road is a foreign corporation paying 10 per cent. upon its stock, and recall that when the present line of tracks was built the Gouverneur Morris estate and the Port Morris Land Company gave the railroad the land and right of way for a consideration of one dollar. The Port Morris Company is now ready to open all the streets projected on its land without cost to the city, though by law the city should pay half the expense. The Board of Street Openings has accepted the offer of the land company and written articles have passed, binding the company to construct the streets accordingly.

NEWS OF THE RAILROADS.

The Trunk Line Executive Committee Makes Some Headway.

Yesterday's meeting of the Trunk Line Executive Committee with the lake men was the most fruitful that has been held this Spring, and the belief now is that the lake-and-rail difficulties will soon be settled.

"The granger roads are thoroughly tired of losing rates," one of those present said yesterday, "and the Great Northern Railway has come around. Mr. Hill has finally agreed not to insist on a 10-cent differential for the Duluth route against that by way of Chicago. This is half the battle won. He will restore the rate to the basis of 71 cents from New York to St. Paul, via Duluth, on the understanding that the Chicago lake-and-rail lines don't make a lower rate than that. That is, they may make the same rate, and there is no doubt that they will. So the differential will practically be abolished."

But several things have got to be accomplished before this end is reached. At yesterday's meeting the lake men got from the trunk lines a promise that the lake-and-rail eastbound rate from Chicago should be restored. Open cuts had been made on fifth and sixth-class freight. It was agreed yesterday that after June 2 the rates for those classes shall be held firm at 25 and 20 cents, respectively, Chicago to New York, and at 27½ and 22½ from Duluth to New York.

The second step was this: The lake men present agreed to call a meeting in Buffalo for next Tuesday to fix westbound lake-and-rail rates, via Duluth and Chicago to St. Paul, upon condition that the trunk lines in the mean time guarantee that none of the roads via Chicago make a lake-and-rail rate from New York to St. Paul lower than 71 cents, first class. The Executive Committee will meet again today for this purpose, and the main difficulty it has to contend with is to bring the National Dispatch into line. The indications yesterday were that the Grand Trunk was tired of the 44-cent rate and was willing to make concessions. Mr. Hill's main object, it is well known, was to bring this result about, and there seems to have been an understanding before yesterday's meeting was called.

Before the meeting of lakemen in Buffalo on next Tuesday there will be communication with the granger roads to learn what rates they will agree to. If they make it 71 cents it will mean that their proportion of the through rate from New York to St. Paul will be only 20 cents, first class.

It is believed that the Western lines were in earnest in restoring rates between Chicago and Missouri River points on May 15. In the conferences about Chicago-St. Paul rates ran out the freight troubles in the West will come to a speedy end. June 2 is the date set for the arrangement to go into effect.

Having settled the freight rates it is believed that the passenger rates in the West can be easily restored. All this must be done before there is any show of reorganizing the Interstate Commerce Railway Association. Some of the trunk line officials thought that chances were now good for accomplishing this result.

Alfred Sully has a proposition for the Cincinnati, Hamilton and Dayton Railroad to buy the Terre Haute and Peoria, which latter is practically owns. A man near to Russell Sage says that Mr. Sully has made the suggestion to Mr. Sage, who has heavy interests in the C., H. and D. Mr. Sage didn't like the suggestion, it is said, because the Terre Haute and Peoria has no connection with the C., H. and D., but the nearest points are 25 miles or more apart. The gentleman said that Mr. Sully then threatened to put in a Board of Directors at the annual meeting of the C., H. and D., which will be held within a week, that would buy the Terre Haute and Peoria road. An interesting time is looked for. The road in question extends from Peoria to Terre Haute, 176 miles.

At a meeting of the Board of Trade of Hartford, Conn., held April 22, it was unanimously voted that a committee of five be appointed to formulate a permanent plan for the protection of the interests of Western railway securities. The following gentlemen of acknowledged integrity and high financial standing were selected: Messrs. Francis B. Cooley, H. K. Morgan, James Bolter, Charles M. Beach, and Daniel R. Howe. The Board of Trade has addressed a circular to mining organizations in other cities inviting their cooperation, in which it says:

"The multiplication of parallel lines and of unprofitable feeders, built often on the sole responsibility of directors, without authority from stockholders, has been followed by wasteful competition, chronic rate wars, reduced dividends, and greatly depreciated values.

"By united action owners powerless when moving separately can aid in preventing a repetition of the mistakes and follies of the past. They should be represented at annual meetings by associate shareholders unconnected with the boards of Direction, and who, while not necessarily hostile to existing managements, will assume an attitude of intelligent inquiry and criticism. Directors need sometimes to be reminded that they are trustees, and as such obliged to act for the common benefit."

The committee is sending out proxies to be used at the approaching annual meetings of the Chicago and Northwestern, the Chicago, Rock Island and Pacific and the Chicago, Milwaukee and St. Paul Railway Companies. Proxies in names of Messrs. Cooley and Howe, who represented minority holders at several annual meetings last year, may be sent to the Board of Trade, Hartford.

The Passenger Committee of the Trunk Line Association was in session yesterday and conferred with the Executive Committee about the trouble over the carrying of United States troops. The appointment of a new Chairman was discussed, but no decision was reached.

The New York, Ontario and Western Railroad has published a handsome book describing the pleasure resorts and the regions especially adapted to homes along its line. It is only necessary to mention the country through which it passes to be convinced of its advantages. There are the Highlands of the Hudson, the foothills of the Catskills, and the valleys of the Wallkill, Neversink, Susquehanna and Delaware Rivers, which abound in fish and furnish plenty of boating. Portions of the road are 2,000 feet above the sea level. The company says there are 3,000 farm houses and summer hotels along the line.

The Chicago and Northwestern Railway yesterday made a $5 rate both ways between Chicago and Omaha, to apply locally. To points beyond Omaha a $3 rate was made for basing purposes. The $5 rate was made to protect the rates between local points and the $3 rate to meet that of its competitors on through business.

The Chicago, Milwaukee and St. Paul road yesterday met the $5 rate of its competitors between Chicago and St. Paul and Minneapolis, both ways.

Mention has been made of one route to Boston over the Poughkeepsie bridge from Philadelphia and the mining regions of Pennsylvania, and a second short cut to Boston, as it is called, now bids for attention. The first route leads up to the bridge over the Reading to Allentown, Central Railroad of New Jersey to Easton, and the Lehigh and Hudson Railroad to the Hudson River. The second route, which will be in operation on May 26, is from Harrisburg to Stafington over the Philadelphia and Reading, and thence via the Pennsylvania, Poughkeepsie and Boston Railroad to the bridge. From that point it takes the Central New England to Simsbury, Conn., where arrangements have been made to use the New York, New Haven and Hartford Railroad's tracks to Northampton in order to reach the Boston and Maine, over which traffic enters Boston. The new route is expected to take freight from Harrisburg to Boston in thirty hours, and trains with Pullman sleepers are a part of the plan.

The latest rates announced by the Missouri Pacific are $5 from St. Louis to Colorado Springs and Denver; $4 from Omaha and Kansas City to Denver.

It is said that Superintendent Joseph Crawford will succeed Robert T. Pettitt as Superintendent of the main line division of the Pennsylvania Railroad. Chief Engineer Brooks is likely to assume Mr. Crawford's duties on the New York division.

It is announced that General Freight Agent Crane will retire from his position on the Chicago and Atlantic on June 1. Western Traffic Manager Cochran of the Erie and General Manager Bistine of the Erie Despatch, it is said, will assume charge of his former duties. A number of other changes will be looked for on the Chicago and Atlantic by reason of the Erie's ownership of that road.

In the layout of the New York, Bridgeport and Eastern Railroad the engineers will avoid all grade crossings of highways and intersecting railroads. It will be necessary to construct a tunnel 2,400 feet in length through the upper portion of the town of Norwalk, and there will be two draw bridges, one over the Saugatuck River at Westport and the other over the Housatonic River at Stratford. All the bridges along the route will be of stone or iron. The southern terminus of the road will be in the neighborhood of the old Boston turnpike road where it crosses the Byram River, in the town of Greenwich. The road will enter New Haven by a different route from that contemplated by the old parallel line, entrance being effected in the vicinity of Whalley and North avenues. The length of the line in round figures is forty-five miles, and the capital stock is fixed at $6,000,000. The total cost, as now estimated by Engineer H. G. Scofield, will be $5,690,502.86. The road bed, grading, masonry, and bridges is to be $3,335,775.30. The track ballast will involve an expenditure of $927,727.36; new buildings, $293,000, and right of way, $500,000. The stock will be divided into 60,000 shares.

Over 500 Italian laborers were put at work near Cold Spring yesterday on the double track of the Shore Line division of the Consolidated road.

At a meeting of the stockholders of the New York and Harlem Railroad Company yesterday these directors were elected: Cornelius Vanderbilt, Wm. K. Vanderbilt, Frederick W. Vanderbilt, Samuel F. Barger, Chauncey M. Depew, Charles C. Clarke, J. B. Dutcher, Jno. E. Burrill, Wm. H. Leonard, Francis P. Freeman, Samuel D. Babcock, A. Van Santvoord, and Robert Schell.

The Lehigh Valley line has given notice that it will put into effect a tariff of lake and rail rates from Buffalo to St. Paul by way of Chicago on the same basis that is used by the Lake Superior lines by way of Duluth. This equalization applies only from Buffalo, and not from the seaboard, but unless the trunk lines discriminate in favor of the Lake Superior routes, it will enable the Chicago-St. Paul roads to compete with the Great Northern on through business from New York and Boston to the Northwest.

The Orange County Railroad, which has been in course of construction for a year past, is now practically completed. The new road is an important seven-mile link which connects the New Jersey Central Railroad system at Graycourt with the Poughkeepsie Bridge or Central New England and Western Railroad system at Campbell Hall. The road has been built by New York and Philadelphia capitalists interested in the roads named. It is announced that regular passenger and freight trains will begin running over the new route on Monday, May 26, between Harrisburg and Boston. The distance is about 475 miles, and the schedule time for the fast passenger trains between the two points named will be fifteen hours. The railroad combination interested in the new line comprises the New Jersey Central, the Philadelphia and Reading, the Lehigh and Hudson River, the Central New England and Western, the New Haven and Northampton, and the Boston and Maine roads.

The Buffalo, Thousand Islands and Portland Railroad Company filed a certificate of incorporation with the Secretary of State at Albany yesterday. The company is formed with a capital of $500,000 for constructing a thirty-five-mile railroad, commencing at a point on the line of the Niagara Falls Branch Railroad in Suspension Bridge, running thence southerly and easterly through the counties of Niagara and Erie into Buffalo, with a one-mile branch extending from a point on the main line to the village of Niagara Falls, westerly to the Niagara River. Among the incorporators are Charles Parsons, Joseph A. Lawyer, Clarence S. Day, and Charles G. Burnham of New York city, and W. H. Platt, Jr., W. F. Doolittle, and H. N. Fisher of Brooklyn.

A Chicago despatch says the recent threat of the Lake Shore road to reduce the rate on oats to the basis of 20 cents a hundred pounds, Chicago to New York, and to make such reductions on provisions, live hogs, &c., was put into execution to-day. At the meeting of the Chicago Freight Committee of the Central Traffic Association the Lake Shore people announced that they would wait no longer to meet the competition of the roads that were secretly manipulating rates, and of the Lake and rail lines that cut under the customary differentials on both oats and provisions. They had agreed to take no action until after the proposed conference with the trunk line managers of Wednesday of this week, but as that conference had been postponed they would give notice of the reduction without further delay. Accordingly, all the interested lines decided to take similar action. Beginning next Monday the rate on oats in bulk means from Chicago to New York will be 30 cents a hundred pounds, instead of 35, as at present; on provisions and live hogs it will be 25 cents, instead of 30, and on oats and oil cake it will be 25 cents instead of 22. The rates on these articles to intermediate points will be proportionately reduced.

BISHOP LITTLEJOHN'S ADDRESS.

He Protests Against Sabbath Desecration—Religion in Public Schools.

The Convention of the Episcopal Church in the diocese of Long Island was begun in the basement of the Garden City Cathedral yesterday. In his annual address Bishop Littlejohn, referring to the endowment of the cathedral by the Stewart estate, which heretofore was believed not to exceed $800,000, said:

"The year past has been crowded with events of surpassing importance to this foundation, and it is with a heart profoundly grateful to Almighty God that I am able to announce the final and complete verification of our hopes. What was expectation is now a reality, what was a promise is now a fulfilment. To-day the Cathedral of the Incarnation has an available and productive endowment of $1,300,000 and a property consisting of buildings and land whose present value is probably not less than $1,500,000, making the total amount of the trust about $2,800,000. Such is the result of our twelve years of patient waiting, with alternating hopes and fears, and at times with heavy anxieties."

He referred to the desecration of the Sabbath on Long Island in the following language:

"There is probably no community in the land more directly and seriously threatened by the evils of Sunday desecration than that within the limits of Queens county. These evils are hatched in the great cities near us, but they are pressed into this county. The margin of the county lying next to these cities is subject to habitual invasion by the hordes of pleasure seekers that issue from them on the day of the week set apart for rest and worship. The once quiet fields are then crowded with noisy throngs of pleasure seekers, people who value their own peace and desire to keep the Lord's day with some degree of reverence find, in many cases, their homes intolerable, and Sunday worship in more than one parish church is sadly interfered with by the shouts of excited multitudes, gathered in the unroofed enclosures for public games; while the Sunday evening trains returning to the cities are not seldom turned into a pandemonium of revelry by boisterous crowds fresh from the scenes of their sports. Our police and our magistrates are last coming to feel that their first loss of their comfort and of their hold on office by yielding to the will of these classes than by obeying the classes who from principle and instinct would, if aroused, stand up for what is best in our social and religious life. Now, all adequate protection of the Lord's day is hopeless unless a radical change can be effected in this state of things. The dormant, unvoiced sentiment of our Christianity and our citizenship must be appealed to as it has not been."

Treating of public schools, he said: "I do not intend to pronounce any harsh judgment upon the course pursued by the Roman Catholic Church toward our public school system, or to attribute to it any motive not freely avowed by itself. But certainly what it has said and done has been very effective in eliminating from the schools of the nation well nigh every vestige of the religious and moral training once peacefully domiciled within them by unchallenged tradition and with the general consent and approval of the vast majority of the American people. When our schools had in them a good deal of the salt of truth and morality this Church censured and assailed them because they had too much of a kind not formulated and endorsed by itself. And now that it has so largely succeeded in expelling all traces of them, it censures these schools more vigorously than ever because they are so entirely what it has helped to make them. But, whatever may be said of its policy in this regard, it is agreed on all hands that these schools take its stand definitely and positively on the ground of conscience, and absolutely refuses to accept the education which the State provides."

In conclusion, he recommended the adoption of the Apostle's Creed, the Lord's Prayer, and the Ten Commandments for use in the public schools. He considered that they contained the essential truths of the Christian religion as contrasted with all denominational and sectarian teachings.

Special committees were appointed to act upon suggestions made in the message in relation to the desecration of the Sabbath, Sunday schools, and religious training in public schools. They were directed to report at the session to-day.

Two "Religious" Thieves Plunder Farmers.

READING, Pa., May 20.—Two expert crooks of a very seductive type have appeared in this section, and are successfully operating under the guise of religious lecturers. They are handsome, well dressed, and glib tongued. Last week they appeared in Lyons, this county, and called at the parsonage of the Rev. George W. Fritch, giving their names as the Malts brothers of New York city. They stated that they were theological students and lecturers on a vacation, and desired to be recommended to a quiet and respectable family where they could obtain board for three months. Their manners and appearance were very prepossessing, so the minister recommended them to Edward Angstadt, a respected citizen, who obligingly accommodated them with a comfortable suite of rooms in his own house.

That night the pair conducted family worship. They were excellent vocal lyric singers, and were thoroughly versed in the Scriptures. Next morning they offered prayer at breakfast, and at noon declined to eat mince pie because it contained liquor. That evening they failed to make their appearance at supper, and search was made through the house. It was found that while the members of the family were busy in the afternoon the students had been getting in their fine work. Trunks, bureaus, and wardrobes up stairs had been thoroughly ransacked and plundered of money and valuables. The pair, however, had adroitly hung the door knob of every bedroom door on the outside with burglars' tools and a satchel full of keys of every imaginable shape and variety. A few of them were marked "N. Y., L. & W." [illegible]

This week the two "students" have been heard of in the lower part of the county, but have not yet been apprehended. They are about 25 and 22 years of age respectively. The taller is 5 feet 10 inches in height, with brown moustache and a red scar below the right eye. The other is 5 feet 7 inches high, of slight build, and dark eyes and moustache.

All-night Surface Cars.

Alderman Storm introduced an ordinance in the Board of Aldermen yesterday requiring the surface railroad companies to run cars from midnight until 6 A. M. on twenty minutes headway, under a penalty of $100 for each violation. The ordinance was adopted, but it requires the signature of the Mayor before it becomes effective. Alderman Flynn wanted the ordinance to embrace the Second and Ninth avenue elevated roads, and was surprised to learn that the Board had no power over the Manhattan Railway Company.

The Third, Sixth and Eighth avenue roads are now running their cars all night. Of the other lines the Broadway runs cars the latest, the last car leaving the stables at 1 A. M. and completing its trip at 2:40 A. M.

Herion "See."

Quarts, $90; pints, $52 net.—adv.

NO DEBATE ON REVISION.

OTHER SUBJECTS OCCUPY THE PRESBYTERIAN ASSEMBLY.

Lotteries Condemned. Opportunities for Work in Catholic Fields Pointed Out—The Business Committee of the Board of Publication Accused of Mismanagement.

SARATOGA, May 20.—To-day has been *dies non* in the Presbyterian General Assembly so far as revision of the Westminster Confession is concerned. The committees which have the matter in hand may have made progress, but they didn't report to that effect, and the subject consequently did not come before the Assembly in any form. The large audience which crowded the galleries was correspondingly disappointed.

The Assembly expressed its opinion of lotteries in general and of the Louisiana lottery in particular, although the latter was not named. This expression was in the form of an answer to an overture to the presbytery of Bismarck on lotteries. In it the Assembly made this declaration:

"In view of recent notorious attempts to force the lottery system upon some portions of our land by legislative enactment, the General Assembly does hereby reiterate in the most emphatic manner its condemnation of all lotteries as immoral in their nature and ruinous in their effect upon individual character and public welfare. The members of our Church are exhorted to discountenance all forms of resorting to chances, even for professedly praiseworthy objects, inasmuch as it is not allowable to do evil that good may come. The Presbyterians under our care are also recommended to press upon the consideration of ministers and sessions the vicious influence of lotteries, and urge them to do what they can to arouse the public conscience against this and every other species of gambling."

Home missions took up the rest of the morning session. Henry S. Little of Texas, in behalf of a special committee appointed to report on the subject, announced that they saved the past year 17,886 souls and established two Sunday schools every day of the year and a church every second day. The cost of all this had been but $450 a minister.

Mr. Little's report said of the Church's opportunities in Catholic fields:

"A general feeling of dissatisfaction prevails among the Roman Catholics of New Mexico. In the face of bitter persecution, many Spanish people are turning from the priests and renouncing allegiance to Rome. Nowhere else is the door opened wider for evangelization, and to work in New Mexico is to insure success in all Spanish-speaking countries on this continent. We hope to reach in time every home in New Mexico."

Speaking of the 20,000 Italians in Chicago, the report said:

"The Pope has lost them. They follow anybody who will teach them to read. Many have become infidels."

The report also told of a Congregational church's giving $4,000 to build a Presbyterian church somewhere in New England on the ground that it would rather have a Presbyterian church there than none.

The Rev. Dr. Irwin, Secretary of the Board of Home Missions, spoke of the necessity of finding some way of prodding "pious, pecunious, parsimonious Presbyterians" into taking up more collections.

The Rev. Dr. Thompson of New York made an appeal in behalf of the same object. In the spirit of Mr. Little's report he said:

"In the southwest a very fatal form of Romanism prevails. There Vaticanism is not dead. It is the mission of the Church to confront the foe in his strongholds and to rescue the fair valleys of New Mexico from Romanism, to rescue them for citizenship and for the gospel which shall save the souls of men."

"The desire to convert Catholics to Calvanism was also shown in an addition to the recommendations contained in the report of missions, which asked that New England be made an especial field for missionary labor. This proposition was urged on the plea that there were 40,000 French Canadians in that section of the country who should be made Presbyterians, and it was apparently passed on the same ground. Nearly all the other recommendations of the report were also adopted. One was that special collections be taken in the churches and Sunday schools, whose proceeds should be divided between the Home Board and the Board of Foreign Missions. Another recommended the Assembly to raise the sum of $900,000, in addition to these collections, to pay off the indebtedness of both Boards and provide for the work they have in hand.

At the afternoon session consideration of the report of the special committee on the publishing outfit of the Board of Publication took the place of revision in furnishing mild excitement. This report began by setting forth that a responsible firm had offered to do for $62,167.37 the publishing of periodicals which had cost the Board $82,223.70. After declaring that the Board was paying more than double for some of the work on periodicals than it can be contracted for in the best offices in Philadelphia, where the Board is located, the report says:

"We have no hesitation in saying, from careful estimates procured by us from reliable houses, that the cost of folding, stitching, and cutting," for which the Board paid in three years ending March, 1890, $44,801.38, could have been contracted for at a saving of more than $21,000, and these contracts could have been made by the use of ordinary business sagacity. We find that the most exorbitant prices paid for other things, and your committee had not the slightest difficulty in procuring bona fide bids for work at prices far below what was being paid. For example, on stereotyping, which includes type setting and plates, we find the contract price ranged from 10 to 50 per cent. below prices paid by the Board, and we believe that a saving of at least 20 per cent., or $8,405.40 on this item, amounting in three years to $42,027.06 could have been made."

The report goes on to say that "for the three years ending March 31, 1890, the Board paid $68,069.13 for printing, which could have been done for one-third, or $22,723.04, less." The Business Committee of the Board of Publication, which is responsible for the alleged mismanagement, is composed, the report says, of one retired merchant, one stove manufacturer, three officers of financial institutions, two lawyers, and two ministers of the Gospel. "All of the above," the report adds, "are Christian Brethren who are held in the highest repute wherever they are known, and who are considered experts in their own occupations, but who have no special qualification either of education or experience in managing a publishing establishment."

After averring that the business department of the Board of Publication paid more for stationery and printing than it should, and then charged the missionary department 50 per cent. advance on these already too high prices, the report then summarizes its accusations:

"We find that they have been paying prices very much higher on many things than are charged by reliable parties, such as composition and plates, at least 25 per cent. above other houses; on electrotyping, from 40 to 75 per cent. above prices received us for book paper, 8½ cents per pound, when every other publisher of similar books is paying from 5½ to 6 cents per pound."

The report also charges that during the past three years $76,392.59 has been tied up in the stereotype plates of unsaleable books, and it adds that an average expenditure of $10,000 for advertising is too much. The report recommends that three experts in publishing and printing be added to the Publication Board, and that other steps be taken to conduct it on business principles.

An answer to this report was made by the Business Committee of the Publication Board. In it, besides making a general denial, the committee complained of the Special Committee's not having conferred with it, as directed by the General Assembly, and asked for a suspension of judgment until the committee could be heard.

It was nearly the time of adjournment when District Attorney G. L. Graham of Philadelphia took the floor in behalf of the Business Committee of the Publication Board. He said in part:

"The report of the Special Committee contains serious and grave accusations, which, if true, ought to dissolve the Board of Publication. As one who served in this Board faithfully for five and a half years, although not a member of it, I ask you to say to this Business Committee, 'You shall have ample time to answer the allegations contained in this report.' I appeal to the American spirit of fair play, which is nowhere more prevalent than in Presbyterian bodies. The alleged facts in the report of the special committee I am ready to contradict to-day as being erroneously stated, and the Business Committee has already come before us with a denial of these allegations."

Mr. Graham then read a resolution that the reports of the special committee and of the Business Committee be referred to a commission of seven, to be appointed by the Moderator, which shall investigate into the whole matter considered in the reports, and shall be clothed with power to carry out, if it deems it necessary, the recommendations of the special committee, the result of its investigations and consequent action to be reported to the General Assembly of 1891.

When he had finished reading the resolution Mr. Graham said: "We had thought of several persons who ought to be appointed on that commission." A burst of laughter interrupted him. When silence was restored he explained that he merely meant persons who, because of their business ability and recognized integrity, should serve in such capacity. He added: "Personally, if my dearest and best friend stood in the Business Committee and these alleged facts were proven I would work for his removal."

His resolution was no sooner seconded than somebody moved to have it laid on the table until the Chairman of the special committee was heard. The motion was carried, on the understanding that Dr. Agnew, Chairman of the Board of Publication, should also have an inning.

Mr. Simmons of Summit, N. J., Chairman of the special committee, began by exhibiting a volume of 319 type-written pages of stenographic notes of interviews held with members of the Business Committee. This, he thought, was an answer to the committee's complaint that no conferences had been held. These notes represented members of the Business Committee declining to answer many questions which were asked them, and declaring that they were not supposed to be acquainted with the details. Mr. Simmons concluded with these deliberate statements:

"Every fact contained in the report of the special committee is taken from the books of the Board of Publication. We are prepared to prove every statement contained in the report. The estimates alluded to in it are not made by straw bidders. We ourselves are ready to make good any of them. We made these statements on our own knowledge. It is no guess work. We know whereof we speak. We can prove all that we have said. This report contains the truth, the whole truth, and nothing but the truth."

Mr. Simmons having said he was ready to answer any question, District Attorney Graham tried to destroy the effect of his presentment by getting him to make admissions which he had already anticipated in his speech, such as the figures of one of the smaller discrepancies were not correctly given.

Before the Assembly adjourned Dr. Agnew said this as an offset to Mr. Simmons's speech:

"I am prepared to prove that the statements contained in the report of the special committee are not stated as in our books."

The matter will be taken up again to-morrow.

Among the resolutions offered to-day was one by Delegate Morrow of Bloomington asking for the appointment of a committee to consider the ways and means by which the Presbyterian Church could be represented at the World's Fair as to its history, progress, and religious influence.

"I don't understand," objected another delegate. "Explain how could the Church be represented in the exhibition."

"By the Westminster Confession," somebody said.

The resolution was referred to a committee.

THE CORINTHIANS' BIG RUN.

Vincent W. James Wins the Raymond Cup for the Second Time.

Whatever doubts the members of the Games Committee of the Corinthian Athletic Club of Staten Island entertained regarding the ability of Vincent W. James of the Northfield Athletic Club were completely dispelled last night, when, for the second time, that sterling athlete succeeded in winning the C. M. Raymond cup from a capital field of starters.

Sixty-three athletes, representing the Northfield, Pastime, New Jersey, Puritan, Titan, Staten Island, Manhattan, Union, Nonpareil, Clinton, St. George, and Corinthian athletic clubs, and the Prospect Harriers, entered for the event, among their number being some of the best cross-country runners in this vicinity. The course was a little over three miles. The start was made from the Corinthians' headquarters, at West Brighton, thence to Broadway, to the Point Shore; thence down Cleve and Columbia to the Shore road, and return to starting point. The following were the officials:

Referee—E. H. Bloomer, Northfield A. C. Judges at Finish—Messrs. Raymond, Course, and Worrell, Corinthian A. C. Distance Judges—Custer, Nonpareil A. C., and Robertson, Corinthian A. C. Timekeeper—C. M. Raymond, Corinthian A. C. Clerk of the Course—E. S. Chapman, C. A. C. Scorers—Harry Van Vochten and W. H. Pendleton, Staten Island A. C.

The prize was the C. M. Raymond cup, which was held by W. J. Rodgers of the Acorn Athletic Association, whose disqualification by the National Cross Country Association the previous night, put him out of the competition for the prize. At the precious run for the cup James finished first, but the committee decided to run the race over again, as they thought that he rode part of the distance. His victory last night amply demonstrates the fact that his previous win was not gained by such means.

When the result was announced the Northfield A. C. members shot up a shower of joy, which reverberated against the New Jersey hills.

The order of finish follows: McGregor, the scratch man, made the fastest time over the course.

Name.	Club.	Handicap.	Time. Minutes.	Seconds.
V. W. James	Northfield Athletic Club	30	19	30
Kuehke	Prospect Harriers	40	19	40
Mike Bent	Union Athletic Club	15	19	25
H. Gray	New Jersey Athletic Club	15	19	27
J. S. H McGregor	Prospect Harriers	Scratch	19	20
C. E. Gardner	New Jersey Athletic Club	15	19	07
J. Piggott	Prospect Harriers	1 min.	19	45

THE MINERVA AND LIRIS TO RACE.

A Large Cash Prize to Reward the Winner.

It is now a settled thing that the keel sloop yacht Liris, owned by Messrs Wetmore, Mather and Hoyt, and the cutter Minerva, recently purchased by John Lee Carroll, Jr., from Admiral Charles Tweed of the Corinthian Yacht Club, are to sail a series of match races under the management of the Larchmont Yacht Club. William Gardner, who designed the Liris, was seen at the Seawanhaka-Corinthian Yacht Club house last night. He and others verified the report of the coming matches. As the Liris was the only boat that gave the Minerva a close race last season, these events will prove very interesting, also because of the great difference in the shape of the boats and of their sail plans.

The present sail area of the Liris is 3,300 square feet. That of the Minerva is 2,750 square feet. The racing length is 4,372 feet, and the latter's 46.22 feet. According to the Seawanhaka rule of time allowance the Liris will allow the Minerva 2 minutes 40 seconds for a 20-mile course, and 4 minutes for a 30-mile course. It is understood that the courses for the match races are to be: First race, ten miles to windward or leeward and return. The second race will be over the regular 30-mile course of the Larchmont Yacht Club, and the third, if one is necessary, is to be over the same course as the second one. The prize is to be a cash one of large amount, and the club will add a purse or prize to the private one.

The Minerva is now lying off Stapleton, Staten Island, getting ready for the coming events, and the Liris is up at Yonkers. She will be handled in her races by Mr. Lovejoy and her crew of last year. The Minerva will appear with her old crew, and Bryan Alley at the tiller.

The sail plan of the Liris has been reduced 300 square feet. In all other particulars she will sail as she did last season, except that she will have a suit of Ladbroke sails from England.

The dates have not yet been fixed for the matches, but it is understood that they will take place between the Larchmont annual races in July and the cruise of the New York Yacht Club, which begins early in August.

Elections in St. Louis.

ST. LOUIS, May 20.—In a special city election to-day for President of the Board of Public Improvements George Burnet (Dem.) was elected by 3,197 majority over J. G. Joyce (Rep.) The total vote was 23,000.

What a Deaf and Dumb Blind Boy May Learn.

The annual meeting of the New York Institution for the Instruction of the Deaf and Dum