THE FIFTY-FIRST CONGRESS.

SENATOR FRYE'S SUBSIDY BILLS PASSED IN THE SENATE.

Payne of Ohio the Only Democrat who Voted for Them—Three Republican Votes in the Negative—The Conference Report on the Silver Bill Adopted in the House by a Strict Party Vote—The Bill Now Goes to the President for His Signature—The Senate Caucus Committee at Work Preparing a Gag Rule, which is to be Submitted to a Caucus on Monday.

WASHINGTON, July 12.—The Senate to-day resumed consideration of the two shipping bills, and was addressed by Mr. Vest (Dem., Mo.). As Mr. Frye, he said, has expressed consternation that any Senator should oppose these subsidy bills, he would like that Senator to explain how it was that there was a time when the United States, without a dollar of subsidy, and when the country was undeveloped and had just emerged from its colonial condition, had grappled with Great Britain and came near wresting from her the control of the ocean carrying trade. He quoted from a speech of Daniel Webster to the effect that that success of the American merchant marine had come not from protection or bounty, but from skill, perseverance and economy. He showed how former subsidies had ended in failure and scandal, and illustrated his argument by relating his history of the Pacific Mail subsidy, taking the facts from a pamphlet written by Capt. John Codman. He quoted from speeches by Senators Sherman and Morrill against subsidies and in favor of free ships, and from statements by John Roach and Mr. Cramp advocating the removal of the duties on iron and other building materials, and declaring their ability in that case of competing with foreign shipbuilders. To sum up the whole question he read an extract from a speech of Representative Cannon, showing an expenditure of over $21,000,000 in subsidies between 1848 and 1878, and asserting that $7,000,000 would buy all the American steamships that were then afloat.

The idea that commerce followed the flag, Mr. Vest said, was a monstrous fallacy. Commerce did not follow the flag; the flag followed commerce. He referred to the interpellation in the British Parliament yesterday as to the McKinley bill, and said that as soon as England found that she could dispense with American produce she would do so. And yet, he said, all that American statesmanship aimed at was to put up duties against Great Britain, and if anybody had the hardihood to remonstrate against that system he was met with the cry that he was under British influence; that he had been bought with British gold. The idea seemed to be to invent some new process to drive away the trade of the world, and especially of Great Britain; and by the cheers and beer the orators of the United States were told by the advocates of high protection that they were their friends par excellence, but he knew that he spoke to deaf ears, and that these bills should be passed. He predicted, however, that the subsidies would never bring a dollar of foreign commerce to the country. They would enrich the men who got the contracts; and there would be a repetition of the same old scandals that had attended the expenditure of twenty-one millions in subsidies—an expenditure which had left the country to-day with its shipping in the words of Mr. Frye absolutely dead.

Mr. Stewart (Rep., Nev.) gave it as his opinion that the plan proposed in the pending bills was the only mode of reviving the ocean carrying trade of the United States, and that free ships would simply destroy American shipbuilding yards, without affording any relief.

Mr. George (Dem., Miss.) opposed the bills, the scheme of which, he said, was to tax the people in order to make remunerative a business carried on by a few individuals and mostly by large corporations, and which was now unremunerative. Such a proposition ought to meet the condemnation of every fair-minded man. The bills proposed to be bills to increase foreign commerce, and yet next week the Senate would have to consider the Tariff bill—a bill to destroy foreign commerce. Without imports a country could not keep up exports, for international commerce had to be directly or indirectly an exchange. No nation could long buy unless it could sell.

Mr. Call (Dem., Fla.) said that several Boards of Trade in Florida had passed a favorable opinion of one of the pending bills, and to some extent of the other. Although he concurred in a good deal of what had been said by the Senators from Missouri and Mississippi, still he should have no objections to vote for a well-considered system by which efficient aid should be given to the construction of ships, and to the running of ships. He said that he would give his vote for the Postal Subsidy bill, and that he would be glad to vote for the Tonnage bill if the rate of subsidy was not excessive.

Mr. Harris (Dem., Tenn.) said that, while he was opposed to subsidies in every form, if they were adopted they should, at least, be adjusted so as not to discriminate between American ports, so as to benefit one at the expense of the other. He therefore offered an amendment providing that the total subsidy paid any vessel sailing between any American port and foreign ports shall in no case exceed the sum paid to vessels of the same class and tonnage between such foreign ports and the nearest American port thereto.

Mr. Frye (Rep., Me.) said that the amendment had been suggested to the Senate Committee on Commerce and to the House Committee on Commerce, and that it was the opinion of both committees that there was no necessity for the amendment.

Mr. Harris pointed out that now, under the bill, discrimination would be made between the ports of New York, Philadelphia, Baltimore, and Pensacola.

After further discussion the amendment was rejected—yeas 21, nays 29, a party vote.

Mr. Butler (Rep., S. C.) offered an amendment providing that no vessel shall be entitled to payment under the act that makes any discrimination between cities unequal facilities to competitive transportation lines in the receiving or forwarding of freights or baggage at any American port or at any foreign port.

Mr. Frye said that he had no objection to the amendment. It was agreed to.

The vote was then taken on the amendment offered yesterday by Mr. Vest, providing for the foreign trade, but not for the lake or coastwise trade, for free ships. The amendment was rejected—yeas 18, nays 29, in a strict party vote. The bill was then passed—yeas 29, nays 18.

It provides for the payment to any vessel of more than five hundred tons gross register, whether sail or steam constructed, and wholly owned by citizens of the United States or registered pursuant to the laws thereof, and which shall be engaged in the foreign trade, plying between the ports of the United States and foreign ports, the sum of fifteen cents per gross registered ton for the first five hundred miles or fraction thereof sailed outward, and the sum of ten cents for the first five hundred miles or fraction thereof, sailed inward, on any voyage or voyages. Sixteen cents per gross registered ton for the second five hundred miles or fraction thereof sailed outward, and the same sum for the second five hundred miles or fraction thereof sailed inward, and thirty cents per gross registered ton for each thousand miles after and for any distance sailed less than one thousand miles after the first thousand miles sailed, provided that the foregoing rates shall not be paid for a voyage to be distant more than seventy miles from the Gulf boundary of the United States. The payments at the rate of thirty cents per ton for each one thousand miles sailed are to continue for the term of ten years at that rate and thereafter for another term of five years at a reduction of three cents per ton each year, and for each one thousand miles sailed, and pro rata for any less distance. No vessel is to be entitled to the benefits of this act unless its entire cargo shall be laden at a port or ports in the United States and discharged at one or more foreign ports, or shall be loaded at one or more foreign ports and discharged at a port or ports in the United States; nor shall a vessel be entitled to receive payment under this act unless it shall have freight or cargo at the time of sailing to the amount, in the weight or measurement of at least two-thirds of her registered tonnage, 2,240 pounds or 40 cubic feet to make a ton of cargo. There is to be no discrimination between competing lines.

No vessels are to be entitled to the benefits of this act unless all the officers thereof shall be citizens of the United States, nor unless upon each departure from the United States the following proportion of the crew shall be citizens of the United States, to wit: During the first two years of such contract for carrying the mails, one-fourth thereof, during the next three succeeding years, one-third thereof, and during the remaining time of the continuance of such contract, at least one-half thereof. They are to be constructed after the last and most approved types, with all the modern improvements and appliances for ocean steamers. They are to be divided into four classes. The first class is to be iron or steel screw steamships capable of maintaining a speed of twenty knots an hour at sea in ordinary weather, and of a gross registered tonnage of not less than 5,000 tons. No vessel except of the first class is to be accepted for the mail service between the United States and Great Britain; the second class is to be iron or steel steamships capable of maintaining a speed of sixteen knots an hour at sea in ordinary weather, and of a gross registered tonnage of not less than 5,000 tons. The third class is to be iron or steel steamships capable of maintaining a speed of fourteen knots an hour at sea in ordinary weather, and of a gross registered tonnage of not less than 3,000 tons. The fourth class is to be iron or steel or wooden steamships capable of maintaining a speed of twelve knots an hour at sea in ordinary weather, and of a gross registered tonnage of not less than 1,500 tons.

The steamships of the first, second, and third classes are to be constructed with particular reference to prompt and economical conversion into auxiliary naval cruisers. The rate of compensation to be paid for such ocean mail service of the said first class ships is not to exceed the sum of $6 a mile, and for the second class ships $8 a mile, by the shortest practicable route, for each outward voyage; for the third class ships not to exceed $1.50 a mile and for the fourth class ships $1 a mile for actual number of miles required by the Post-Office Department to be traveled on each outward bound voyage. Upon each of the vessels the United States is to be entitled to have transported free of charge a mail messenger, whose duty it shall be to receive such mail in charge, and deliver the mails to and from the United States, and who shall be provided with suitable room for the accommodation of himself and the mails.

Naval officers may be detailed for service on the vessels, and such as accepted by the contractor or contractors may be assigned to duty by the Secretary of the Navy whenever, in his opinion, such assignment can be made without interfering with the service and with such employment they shall receive a foreign pay from the government, and such other compensation from the contractor or contractors as may be agreed upon by the parties; provided that they shall only be required to perform such duties as appertain to the merchant service.

The vessels are to take as cadets or apprentices one American born boy under 21 years of age for each 1,000 tons gross register, and one for each majority fraction thereof, who shall be educated in the duties of seamen, ship rank as petty officers, and receive such pay for their services as may be reasonable.

The steamers may be taken and used by the United States as transports or cruisers, upon payment to the owners of their fair actual value.

The Tariff bill was, on motion of Mr. Morrill, taken up, and has become the unfinished business.

After an executive session, the Senate adjourned until Monday.

House of Representatives.

In the House, Mr. Conger (Rep., Iowa) called up the conference report on the Silver bill. He said that the bill presented in the report was, as all conference bills must be, in the nature of a compromise. It was not just such a bill as he thought Congress ought to pass. It was not just such a bill, perhaps, as any member of the House would like to pass if he were preparing a measure to state his convictions, but it was a bill that would answer the demands of the country, that would answer the demands of the silver miner, that would answer the demands of the agriculturists, the laborers, and the business men of the country. The gentleman from Missouri (Mr. Bland) would tell the House that the bill demonetized silver. It did nothing of the kind. On the contrary, the whole tenor of the measure remonetized silver. An additional circulation had been demanded. The bill would give the country, at the present price of silver, an increase of $57,750,000 a year. If silver went up to a parity with gold it would give an increase of $70,000,000. The last section of the bill unlocked $70,000,000 now tied up for the redemption of bank notes, making the total increase of circulation in the next twelve months $140,000,000.

Mr. Williams (Dem., Ill.) inquired whether the gentleman in his calculations did not assume that silver would reach a parity with gold.

Mr. Conger replied that whether it did or not the increase would be nearly that amount. At any rate, it would fail short of that only about $15,000,000.

Mr. Mitchell (Rep., Ill.) regarded the conference report as a vast improvement over the monstrosity sent there by the Senate, which proposed to make the United States Mints the dumping grounds for all the silver of the world for the benefit of speculation. It was also an improvement over the bill as it originally passed this House. It would give the country an additional currency of metal and paper for the uses of business.

Mr. Hermann (Rep., Ore.) said that he favored the bill. Although it did not contain the fullest recognition of the equality of gold and silver as money metals, it was a concession on both sides of the question; it was a victory for the popular demand; it was a step toward free coinage. He congratulated the people he represented that such an advance had been made in establishing an equality between the two great money metals of the world.

Mr. Bland (Dem., Mo.) said the bill was one which practically demonetized silver. It was a sugar-coated quinine pill. On the first reading it seemed that the Secretary was to purchase 4,500,000 ounces every month; but when a man rolled the pill around in his mouth he began to taste the bitterness of four so much thereof as may be offered." There could be traced in this measure a stealthy and Italian hand. The bill surrendered every principle of bimetallism. It surrendered free coinage. It made a combination with the Italian speculators of Wall street, in the interest of Wall street. It departed from the legal ratio and changed that ratio from 16 to 1 to 20 to 1. To change the ratio was to pile up so much capital in the treasury at the expense of the people and in the interest of Wall street. He said that the Democrats of the House denounced it as a fraud and a cheat on the people who were demanding the ratio of 16 to 1. The bill made silver simply a commodity to be measured by gold, upon which money shall be issued at its gold value.

Mr. Morrow (Rep., Cal.) expressed his approval of the conference report, and argued that the depression in the price of silver in recent years had resulted from artificial manipulation.

Mr. Cannon (Rep., Ill.) favored the report, and hoped that an international agreement could be reached that would establish a fixed ratio between silver and gold.

Mr. McRae (Dem., Ark.) denounced the measure as a cowardly surrender on the part of the silver men. There was in the House a considerable majority of the twenty-five Democrats in favor of free coinage; but this majority, by the juggling of a conference committee, was denied the right to a fair and square vote on the question. The bill put it in the power of the Secretary of the Treasury to do just as he pleased with the silver, and the people knew what the Treasury discretion had been in the past.

Mr. Williams (Dem., Ill.) said he would vote against the conference report, because if the Secretary of the Treasury was disposed to exercise the unfriendly intention in the execution of the law that he had shown in the execution of the present law, there would be no more currency in circulation in the country.

Mr. Snively (Dem., Ind.) could not see how gentlemen could arrive at the conclusion that this bill was a step in the direction of free coinage. It repealed the act under which silver was coined at present; it provided that even the $2,000,000 a month should not be coined after July, 1891; and every section lodged in the Secretary of the Treasury a fund of discretionary power absolutely startling in its possible and probable consequences.

Mr. Allen (Dem., Miss.) said the friends of silver on the Republican side had acted in bad faith toward their friends of silver on the Democratic side. The Democrats were not the friends of silver as a warehouse product, to be bought by the Government and stored away, but were the friends of silver as silver money.

Mr. Grosvenor (Rep., Ohio) said that since the close of the war everything had appreciated in value except the Democratic party.

Mr. Peel (Dem., Ark.) suggested that the Democratic party had increased somewhat in value recently in the State of Ohio.

Mr. Grosvenor replied that while the Democratic Administration of Ohio might be a good one, under it the taxable value of property had depreciated.

Mr. Bland inquired whether the gentleman would like to see Mr. Foraker Governor again, in order that property in Ohio might be appreciated.

Mr. Grosvenor retorted that he would rather see Mr. Foraker Governor than his friend from Missouri.

Mr. Bland—No doubt that is your taste.

Mr. Grosvenor—That is my taste and I stand by it; and I am sorry for anybody whose taste differs from mine in this respect.

Mr. Neidringhaus (Rep., Mo.) regarded the pending bill as the wisest that could be planned in the interest of the whole people of the country.

Mr. Perkins (Rep., Kan.), as a representative of a constituency which believed in free and unrestricted coinage of silver, gave to the pending measure his hearty endorsement and support. He believed that it would bring to the people a practically free coinage without bringing the embarrassment which many anticipated would follow a free coinage bill.

The four hours allowed for debate having expired the previous question was considered as ordered, and the vote was taken upon agreeing to the conference report. It was agreed to by a strict party vote. Yeas, 122; nays, 90.

The following pairs were announced:

Members from Indiana and Campbell, Knapp and Pickler, Craig and Buckalew, Culbertson of Pennsylvania and Anderson, Wallace of Massachusetts and Rice, Hall and Moore of Texas, Arnot and Magner, Stephens and Flower, Barnes and Outhwaite, Mutchler and Gibson, Sanford and O'Ferrall, Sawyer and Turner of New York, Kerr of Iowa and Wilson of Missouri, Boutelle and Cooper, Pugsley and Haynes, McKinley and Mills, Watson and Morse, De Haven and Biggs, Greenhalge and Whiting, Butterworth and Springer, Hare and Hainsbrough, Strait and Turner of Georgia, Symser and Seney, Wheeler of Michigan and Lane, Sutherland and Barnes, Scranton and Perry, Boutelle and Herbert, Skinner and Hall, Ewart and Dunn, Cheatham and Cumnings, Sherman and Wiley, Bingham and Montgomery, Moore of New Hampshire and Dargan, O'Donnell and Cobb, Grout and Fitch, Candler of Massachusetts and Geissenainer, T. N. Browne of Indiana and Stewart of Georgia, Weddill and Washington, Witham and Grimes, Clarke of Wisconsin and Walker of Missouri, Randall and Spinola, Mines and Stump, Burrows and Chipman, Hemphill and Leahy, Lodge and Tucker, Brown of Virginia and Edmunds, Turner of Kansas and Lester of Georgia, Wade and Hatch, Evans and Richardson.

The following members were absent and not paired:

Blanchard, J. B. Brown of Indiana, Clark of Alabama, Covert, Dickerson, Fowler, Lee, Mansur, McCarthy, Phelan, Rowland, Stahlnecker, Taylor of Tennessee, Vaux, and Wilkinson.

The Silver bill has now passed both Houses of Congress on the identical terms in which it came from the Conference Committee last Monday. After being enrolled it will receive the signatures of the presiding officers of the two Houses, and will be sent to the President on Monday.

Without transacting other business the House adjourned.

LIVE WASHINGTON TOPICS.

Things of Interest In and Outside the Halls of Congress.

WASHINGTON, July 12.—The Republicans and Democrats in the Senate are resting on their oars to-day, and the fight on the adoption of the proposed gag rule will not be made until next week. The special committee met to-day, and while they did not complete the business for which they were appointed, they had proceeded far enough in the work to express confidence that they will have a rule ready to report to a caucus on Monday evening. Debate upon the Subsidy bill in the Senate was purposely prolonged, as the Democrats wish to learn what the Republican programme is to be before they arrange the details of their policy of opposition. They have already determined to make their fight by hitting at the first head they see. As it will be impossible for the Republicans to transact any business without first adopting a rule for the closing of debate, the Democrats will undoubtedly be called upon to make the fight on the adoption of the rule itself instead of on the Tariff or Election bills. The leaders on the Democratic side of the chamber express the greatest confidence that the Republicans will not be able to put through their proposed rule, and claim that they are now playing a game of bluff.

The accurate account of Thursday night's Senatorial caucus published in THE SUN this morning was read with great interest on both sides of the chamber. Correspondents of the Republican organs were kept busy endeavoring to secure statements from Senators denying that they spoke as reported. These denials were easily forthcoming. In one case a prominent Senator who made a very long and vigorous speech in the caucus, and who was one of the five members of it voting against the new rule proposition stated emphatically that he was not near the caucus at all. His statement is simply untrue, and is a sample of the Pickwickian denials of the gentlemen who found their caucus speeches reported. The situation so far as the ability of the Republican Senators to adopt a new rule or pass an election bill is concerned, is still very much mixed. The greatest pressure is being brought to bear from the White House, the newspapers, and the local politicians to force the lukewarm and opposing Senators into line. It is quite probable that these efforts will be continued throughout the Sabbath day, and that the caucus on Monday night will be a most lively affair. It is probable that the caucus may decide against Edmunds, Plumb, Hoar, and the other leaders who are opposed to establishing what they regard as a dangerous and fatal precedent, but if so, it will only make the contest in the Senate all the more stubborn.

The bad mess which the Census Bureau has made in counting the population of New York city has caused general dissatisfaction, and it is beginning to be widely believed that the returns in New York and elsewhere are being manipulated for political and party purposes. Superintendent Porter left town to-day to spend Sunday. Some of the officials whom he left behind him are talking about the situation as regards the count in New York. They say:

"So far as New York is concerned, the count is larger than we expected. The city has not acquired any new territory at all in the past decade. Her population is entirely confined to the districts covered in 1880. The result of the census of that year gave New York 1,206,299, an increase over 1870 of 264,907. Now, all this stuff about suppression of the actual figures is nonsense. We are now calculating that the returns will give New York a population of 1,600,000. This is an increase on that ten-in of 293,700 over the census of 1880. The percentage of increase in population is much smaller than it was in 1880, but it is plainly evident that it is comparatively large. We are constantly receiving complaints from all over the country concerning the inefficiency of the enumerators. That is the same thing that is bound to happen in such a huge undertaking as this. These complaints are immediately referred to the State Supervisor in charge, who has invariably personally attended to the complaints with satisfactory results. The complaints often arise from the incompetency of the enumerator to deal intelligently and faithfully with the work. One of our greatest difficulties has been to get able men. In large cities it has been difficult, particularly in New York, but you may say that we have secured the ablest force we could fairly take, and that the actual population will not be much above or below a million and a half. Five hundred thousand is much more easy to articulate than four hundred and fifty thousand."

The House Committee on Appropriations to-day reported to the House an urgent bill making a gross appropriation of $686,200 to defray the expense of employing 463 additional clerks in the Pension Bureau, 363 in the record and pension division of the War Department, and 100 in the Second Auditor's office. The object of increasing the force is to provide for the speedy adjudication of claims to be filed under the Dependent Pension act, and the clerks are to be employed on July 21 next.

Senator Daniel to-day introduced a bill appropriating $5,000 for the purpose of laying off so much of the Arlington estate in Virginia, opposite Washington, not now in use, for a public park, to be known as the Arlington Park. The Secretary of War is charged with the duty of expending the sum in laying out walks, avenues, and streets, and beautifying the park. The Secretary is also authorized to have constructed a bridge across the Potomac River, between Arlington and Georgetown, for which purpose the bill appropriates $500,000.

Gen. A. B. Nettleton of Minnesota has been selected as Assistant Secretary of the Treasury under the provisions of the Legislative, Judicial, and Executive Appropriation bill increasing the number to three, and his nomination will probably be sent to the Senate on Monday. The vacancy caused by the transfer of Assistant Secretary Hyatt to the Board of Customs Appraisers will probably be filled by the appointment of Special Agent Spaulding, but no action will be taken in this case until after the Senate shall have acted upon Col. Tichenor's nomination.

Senator Voorhees to-day reported favorably from the Library Committee a bill directing the Secretary of War to purchase, at a cost not exceeding $5,000, the equestrian painting of Gen. Winfield Scott, now in the Corcoran Art Gallery in this city.

The President to-day approved the act incorporating the North River Bridge Company and authorizing the construction of a bridge and approaches at New York city across the Hudson River.

Internal American Monetary Union.

WASHINGTON, July 12.—The President to-day sent to Congress, with the following endorsement, "I recommend the suggestions, and hope that they will meet with the prompt approval of Congress," a letter from Secretary Blaine on the subject of an International American Monetary Union. In his letter the Secretary says:

"To THE PRESIDENT: The International American Conference, recently in session at this capital, adopted the following report:

"The International American Conference is of opinion that great advantages would accrue to the commerce between the nations of this continent by the use of a coin or coins that would be current at the same value in all the countries represented in this conference, and therefore recommends:

"1. That an International American monetary union be established.

"2. That as a basis for this union an international coin or coins be issued which shall be uniform in weight and fineness and which may be used in all the countries represented in this conference.

"3. That to give full effect to this recommendation there shall meet in Washington a Commission composed of one or more from each nation represented in this conference, which shall consider the quantity, the kind of currency, the uses it shall have, and the value and proportion of the international silver coin, or coins, and their relation to gold.

"4. That the Government of the United States shall invite the Commission to meet in Washington within a year, to be counted from the date of the adjournment of this conference.

"It was hoped and expected by the conference that the recommendation should be transmitted to Congress with a recommendation that the several nations interested be invited to send delegates to a meeting of the International American Monetary Union at Washington, on the first Wednesday of January next; that authority be granted for the appointment of three delegates on the part of the United States, and that an appropriation be made to meet the necessary expenses."

The President Did Not Write It.

WASHINGTON, July 12.—The letter published this morning under the date of Carlisle, Pa., purporting to give the views of President Harrison concerning free trade and protection, is not genuine. The President was invited to attend the National Grangers' exhibition at Carlisle, and sent a letter to the Secretary of the association, thanking him for the courtesy extended, and expressing his regret that the pressure of urgent public business would prevent his acceptance of the invitation. The letter contained nothing whatever of a political nature.

NEW YORK HARBOR IMPROVEMENTS.

Col. Gillespie Reports What Has Been Done and is Needed to Complete the Works.

WASHINGTON, July 12.—Col. G. L. Gillespie, corps of engineers, has made his annual report to the Chief of Engineers, U. S. A., in regard to the river and harbor improvements in the vicinity of New York city.

In regard to the improvement of the Hudson River he says that the permanent works to be built in order to complete the work as originally projected are as follows: Completion of dike from Stonts Island to Campbell's Island dike; completion of dike from Schermerhorn to Shad Island; the proposed improvement below Shad Island and Mull's Platt; the improvement at Willow Island; the construction of a new dike below Nine Mile Tree, and the extension of the dike at Mull's Platt. The project contemplates also the removal of the overslaugh rock near Van Wie's Point. This rock lies nearly in mid-channel, and Col. Gillespie says it ought to be removed as early as practicable, as it is a great obstruction to the navigation of the river. The cost of these new improvements is estimated at $135,000, and the total amount required for the completion of the existing project is $295,000, all of which the engineer says can be profitably expended during the next year.

The amount required to complete the improvement of Saugerties Harbor is $20,000, and if appropriated will be applied to extending the north dike to connect with the lighthouse pier, in dredging the two inner shoals, and in repairing the old constructions. The recommendation of last year in regard to the harbor at Rondout is renewed in this report. It is for the removal by dredging of the shoals on the south side of the entrance, and for the removal by dredging or blasting of the inside shoal 1¼ miles from the lighthouse. An appropriation of $25,000 is recommended for effecting these improvements, and for strengthening the dikes so as to render them permanent.

The amount that can be profitably expended during the next fiscal year for the improvement of Harlem River is given at $1,000,000, and the estimated cost for the completion of the existing project at $2,230,000. The plan is to make a navigable water connection between the East River and the Hudson River by the way of the Harlem River and Spuyten Duyvil Creek.

Col. Gillespie gives details of the work done during the past fiscal year in the removal of obstructions in the East River and Hell Gate, and recommends an appropriation of $300,000 for continuing the work during the next year.

In regard to the work at Flood Rock, the report says it is not advisable to increase the plant there, as it is preferable to defer the final completion of the work rather than overcrowd the channels with dredging plant. He says the repairs made during the year put the entire plant at Flood Rock in good condition, and it is thought no further repairs will be required for years to come. The work done has widened the 18-foot channel to 800 feet, and has reduced the area of the 26-foot curve materially. The appropriation of $500,000, if made, will be applied to the removal of Flood Rock, to continuing the operations with the new drill scow, and to the removal of Shell Reef of Middle Ground to eighteen feet and to the removal of such other rocks and reefs at other points in the channel as may be shown to be of structive to navigation. The amount required to complete the existing project is $1,258,000.

In regard to the improvement of Newtown Creek, the report says that, under the old agreement with James A. Simmons, 60,000 cubic yards of material were removed to the reach from Vernon avenue bridge to the Central Oil Works, making a channel 80 feet wide and 18 feet deep, mean low water. The middle ground opposite the Queens County Oil Works was dredged to 10 feet mean low water by March 11, 1890, and since that date the dredge has been employed below the Vernon avenue bridge, where the channel at the present date is sixty feet wide and twenty-two feet deep, mean low water. The quantity of material removed during the year is 83,850 cubic yards, and the total amount removed under the agreement is 91,488 cubic yards. Three wrecks were removed from the channel above Vernon avenue bridge, at an expense of $700, and several boulders uncovered by the work of the dredge have been blasted and removed. The influence of the work done under the present appropriation is very marked, and the appreciation of it is shown by the fact that some of the adjacent owners are dredging the spaces in front of their wharves to from 21 to 25 feet mean low water. No work has been done from Maspeth avenue up both branches of the creek since Sept. 12, 1887, and a resurvey made in January, 1889, showed that these channels had continued to shoal, reducing the available depth to 16 to 18 feet mean low water. The amount required for the completion of these improvements in the East River is $118,000.

The work on the improvement of Buttermilk Channel, separating Brooklyn and Governor's Island, during the year included the dredging of 266,199 cubic yards of material. Under the present contract, a depth of 26 feet mean low water has been obtained over the south end of the shoal for a distance of 500 feet approximately along the axis, and a cut 450 feet wide has been carried northward, making allowance for the entire length of the shoal, together with a second cut 100 feet wide for one-half the length of the shoal. It is estimated that to increase the depth of the channel near Red Hook Point to 26 feet will require the removal of 1,681,431 cubic yards at a cost of $630,000, in the completion of the existing contract, and the removal of the Red Hook Point Shoal, Buttermilk Channel will be entirely free from obstruction to a depth of 26 feet.

It is estimated that $150,000 can be profitably expended during the next fiscal year on the improvement of Gowanus Bay, and that the existing project can be completed at a cost of $540,000. The establishment by the Government of harbor lines on the south side of the bay has given confidence to riparian owners on that shore, and Col. Gillespie expects that deeper water than now exists along the pier head lines will be required to meet the demands of commerce.

In regard to the improvement of New York harbor, the report says the work is in a very satisfactory condition. Gedney's channel and Bayside channel are nearly all excavated, completed, having a depth of thirty feet mean low water for the full projected width of 1,000 feet. The main ship channel west of Flynn's Knoll has a depth of 30 feet mean low water for a width of from 500 to 860 feet, and a depth of 28 feet for a width of 800 feet throughout. The severe storm of September, 1889, which caused a suspension of work for one week, does not appear to have had any effect on the improved channels. It is estimated that on completion of existing contracts 630,000 cubic yards will remain to be removed to complete the project for 30 feet depth at mean low water in a channel width of 1,000 feet from the Narrows to the sea. If the appropriation of $160,000 in the pending River and Harbor act is made it is believed that sufficient funds will thereafter be available for completing the project, unless large unforeseen showings take place. It will then be practicable for the steamship companies to establish a regular hour of sailing without regard to the tides.

An appropriation of $100,000 is recommended for continuing the improvement along the channels of Raritan Bay, N. J., leading to Perth Amboy and South Amboy respectively. It is estimated that $175,375 will be required to complete existing works.

CASTLE GARDEN'S SUCCESSOR.

A Two-story Building to Cover One and One-half Acres on Ellis Island.

The result of the several conferences between Superintendent Weber of the Barge Office and the Secretary of the Treasury was made public yesterday. Col. Weber said that the general plan for the big building on Ellis Island had been roughly outlined by the Supervising Architect of the Treasury, and had been turned over to Colonel Marshall, Superintendent of Construction of Public Buildings, who will work out the details this week. The main building will not be as gorgeous architecturally as its projectors originally intended to have it. There will be nothing baroque about it, however. It will cover one and one-half acres, being 450 feet long, 150 feet wide, and two stories high. The baggage department will be on the first floor, and the landing and registry bureau and offices will occupy the second floor. The landing wharf will be forty feet wide. Col. Weber is going to try to solve the problem of supplying fresh water to the island by boring artesian wells.

Mr. Morris of Brooklyn to Get About $200,000.

George H. Morris, an optician of 171 Ryerson street, Brooklyn, has fallen heir, as he believes, to a fortune left by his uncle, Mr. Phillips, a diamond cutter of Plymouth, England. His share in the estate may reach, it is said, £50,000 or $200,000. A telegram yesterday morning brought the news to Mr. Morris, and all day friends and neighbors called to congratulate him. He will sail for Europe next Wednesday, and on receiving his fortune he will return to this country and resume his residence in Brooklyn. He was born in England, but came here more than twenty years ago. Mr. Phillips is said to have been famous in his line of business.

The New Aqueduct

Will be opened Tuesday, July 15. This means an increased volume of water, and an increased menace to property. The Water Purveyor of Flushing, 165 Grand street, have perfected a method which makes an overflow impossible. J. Modry & Co., 46 and 48 Lispenard street, occupy four lofts. On first floor they have two sinp cocks protected by the aforenamed Company's locks, which compels their porter to shut off the water before closing the store. The tenants occupying the stores below did not think the protection necessary when solicited. Friday night last their porter forgot to turn off the water. Next morning they found their ceiling and stock damaged $2,[illegible] to $4,000. By having the Overflow Protectors J. Modry & Co. escaped damage which might have aggregated thousands of dollars, besides a probable expensive lawsuit.—adv.

Hood's Sarsaparilla

Is Peculiar To Itself

100 Doses One Dollar

FATHER MAHONY'S NEW CHURCH.

To be Built in Madison Street and Patchen Avenue, Brooklyn.

The new Catholic Church of Our Lady of Good Counsel, in Madison street and Patchen avenue, the corner stone of which was laid last Sunday, will be a unique and substantial edifice. It will be the first church in the country to be built of Norway granite. The Rev. Eugene F. Mahony, the rector, who was a builder and architect before he became a priest, had much to do with planning the design of the structure, and made a good bargain in the purchase of the first shipload of granite from Norway, getting it, it is said, at much less than half its value. Father Mahony is confident that the completed edifice will be an ornament to the Long Island diocese.

CHURCH OF OUR LADY OF GOOD COUNSEL.

The dimensions will be 140x65 feet, and English Gothic will be the prevailing style of architecture. There will be a tall spire. The seating capacity will be 1,000. It is expected that the church will be completed within a year. The parish, which was organized less than four years ago by Father Mahony, has grown so rapidly that the present little frame church, adjoining the new edifice, is much too small to accommodate the congregation.

The church grounds, which were purchased by Father Mahony when he organized the parish, cover nearly an acre, 200 feet being on Madison street and 200 on Patchen avenue. It is his intention to erect a parochial school house on the Patchen avenue side.

MR. FLECHTER'S $5,000 VIOLA.

Judgment for $122 Against Nahan Franko for Several Weeks' Use of It.

Victor S. Flechter, the well-known dealer in musical instruments at 23 Union square, was in Civil Justice Lachman's court yesterday, seeking to recover money that, he said, Nahan Franko, the violinist, owed him. Mr. Flechter said he lent Mr. Franko a Gaspard di Salo viola for six weeks during the tour of the German opera troupe to Boston, Chicago, and Indianapolis last year, and at another time for eight weeks during the German opera season at the Metropolitan Opera House here last winter; also during Damrosch's symphony concerts in this city. He charged Franko the nominal rental of $5 a week for the use of the instrument, which Franko agreed to pay; but, said Mr. Flechter, he never paid him the first $5. Franko also bought from Mr. Flechter two sets of silver viola strings, price $5, which, according to Flechter, was never paid. Along with the viola Franko also got from Mr. Flechter a gold-mounted tourte bow worth $100, and on bow and instrument being returned the bow was found to be damaged to the extent of $20, for which Mr. Flechter held Franko responsible. The viola and bow was wrapped in a silk handkerchief that cost $2.50, and was not returned, and this, too, said Mr. Flechter, should fairly be charged against Franko. When Franko's entire liability was footed up it was found making allowance for the sum paid, to amount to $112.50, and for this sum he was sued.

The summons was served on Mr. Franko some weeks ago at Steinway's by a city marshal, but Franko did not respond when the case was called. It was set down for a new performance as violinist in Theodore Thomas's orchestra in Chicago. Judgment was therefore given against him by default for the sum claimed, with costs, amounting to $122.

The viola lent to Franko, Mr. Flechter said, was a famous instrument, and valued at $5,000.

LEMON WANTS TO GET OUT.

Makes a Key for his Cell Door from the Shank of an Iron Spoon.

Burglar Joseph Lemon has caused further trouble for the Warden and keepers of Jefferson Market prison. On July 9 Joseph White and Ida Murphy called to see Lemon. Before they got to him they were searched. A skeleton key, a gimlet, and some trunk straps were found on White, and he was held in $2,500 bail. Lemon was under $2,000 bail for examination on a charge of burglary. On Friday night Lemon had some soup for supper. When Keeper O'Brien removed the plate the spoon was missing. O'Brien reported the circumstance to Warden Ledwith, who at once searched Lemon and his cell. Hidden in the mattress of the cot were found first the bowl of the spoon and then the handle. The latter had been made into a key almost the counterpart of that used to open the cell doors. It was not quite finished, but so far as it had gone it was perfect. A penknife, the blades of which had been hacked into saws, was also found. Lemon would not tell where he had got the knife. Nobody has been permitted to see him since the White episode. Lemon had learned what sort of key to make from occasionally seeing the genuine key in the hands of the keepers.

He was removed to another cell after having first been thoroughly searched. Warden Ledwith took the penknife and counterfeit key to Police Justice O'Reilly in Jefferson Market Court yesterday morning. The Justice said that he would hold everything pending the result of the examination in the other case, but advised the Warden to go before the Grand Jury and have Lemon indicted for making burglars' tools. Warden Ledwith will do this. In the mean time he has given the names of all of Lemon's visitors to the police, and they will be arrested if they can be found. The Warden is determined to find out, if possible, how Lemon got the pocket knife.

MR. COES AND MISS SCOTT.

His Examination Postponed Because She Is Still Too Sick to Appear.

Johanna Folkes, the midwife, of 1,140 Greene avenue, Brooklyn, and Walker C. Coes of Utica, who were arrested in the former city on Friday night, accused of malpractice, were arraigned yesterday morning in the Gates Avenue Police Court. Miss Mary Scott of Buffalo, the victim of the alleged criminal operation, although she has been pronounced out of danger, was not able to appear in court, and the examination was adjourned. The information which led to the arrests was furnished to the police by Dr. Frank H. Tolmore of Grove street, Brooklyn. He was called to 39 Sumpter street on Wednesday last to attend Miss Scott, and found her suffering from an operation. She admitted, it is said, that two weeks ago she came from Buffalo to Brooklyn at the request of Mr. Coes, and that he accompanied her to Mrs. Folkes's house, where she remained a couple of days. She will, it is said, be a witness against the two prisoners. She has been removed to a hospital. Mrs. Folkes is the wife of a carpenter. Miss Scott's family is said to be in good circumstances.

Demands of Sleeping Car Porters.

BALTIMORE, July 12.—The sleeping car porters, now in convention here, threaten to strike, and are now engaged in getting up a fund with which to assist the various subordinate associations. The Charles Sumner Association in Chicago started the movement, and is being assisted by the United Brotherhood, now meeting here. One of the Philadelphia delegates, when asked about the money appropriated, acknowledged that it was intended for the Western strikers. He then said that the porters all over the country were about to strike for higher wages.

Mr. Willard R. Winner of Kansas City, President of the Winner Investment Company, will be at the office of the company at the *Times* building, July 17 and 18.—adv.

SOUTH CAROLINA'S FIGHT.

THE ANTI-TILLIMANITES DOING ALL THEY CAN TO BEAT HIM.

Tillman has Many of the County Organizations—The Cities and Most of the Newspapers Oppose Him—Will the Fight Disrupt the Democratic Party?

CHARLESTON, July 12.—The fifth week of the bitterest political fight that has ever occurred in South Carol