THE FIFTY-FIRST CONGRESS.

QUAY'S RESOLUTION TO COME UP IN THE SENATE TO-DAY.

Mr. Hoar Announces that He Will Try to Save the Federal Election Bill—Some of the Tariff Bill Disposed Of—The House Passes the Agricultural College Bill.

WASHINGTON, Aug. 19.—The presiding officer (Mr. Ingalls) laid before the Senate the resolution submitted yesterday by Mr. Quay for a change of rules so as to have the vote on the Tariff bill taken on Aug. 30 and to postpone until next session all other legislative business except several classes of bills as specified therein.

Mr. Hoar said that he desired to address the Senate on the subject, but would prefer to do so to-morrow; and Mr. Quay allowed the resolution to go over until that time.

The resolution offered yesterday by Mr. Plumb, instructing the Committee on Rules to issue orders that will prevent the sale or drinking of spirituous, vinous, or malt liquors in the Senate wing of the Capitol, also went over until to-morrow.

The Tariff bill was then taken up, the pending question being on Mr. Plumb's amendment reducing the duty on tin plate from 2 2-10 cents to 1 cent a pound and allowing a bounty of 1 cent a pound on American tin plate.

Mr. Faulkner called for a division of the question, and the presiding officer recognized the divisibility of the question. He decided that the first part (the reduction from 2 2-10 to 1 cent) had already been voted on and decided in the negative, and therefore could not be again voted on in Committee of the Whole. The vote would, therefore, the presiding officer said, be taken on the bounty clause of the amendment. This change in the condition of the question did not prove acceptable to Mr. Plumb, and he therefore withdrew the whole amendment, with the understanding that he would offer it again in the Senate.

Mr. Spooner offered an amendment providing that after Oct. 1, 1896, tin plates lighter in weight than sixty-three pounds per hundred square feet shall be admitted free of duty—unless it shall appear to the President that the aggregate quantity of such plates produced in the United States during any of the five years preceding has equalled one-third of the quantity imported and entered for consumption in that year.

The amendment went over until to-morrow. Paragraphs 138 to 141 of the bill were passed with the committee amendments.

Paragraph 142, taxing wire made of iron or steel, having been reached, Mr. McPherson moved to reduce the rates fixed in the bill, on four sizes, one-quarter cent a pound.

Mr. Carlisle called attention to the several provisions contained in the paragraph which fix ad valorem rates. All of these, he said, were large increases of duty. There were, he said, forty-two classes of wire included, and the increase of duty was on all but four or five of them—the increase in some of them being nearly four times the present rate. He characterized it as an insidious and indirect way of increasing duties.

Mr. Aldrich denied the correctness of Mr. Carlisle's statement and defended the provisions of the paragraph.

Mr. McPherson said that he did not hold the Finance Committee responsible for the bill. The committee had had little or nothing to do with its make-up. It had been made up by the beneficiaries themselves, and had been handed to the committee for the purpose of explaining it to the country and defending it before the Senate.

"There is not a particle of truth," Mr. Aldrich interposed somewhat indignantly, "in that statement, with reference to any paragraph in the bill."

"It is a well-known fact," Mr. McPherson rejoined, "that none but manufacturers had any chance to appear before the committee."

The vote was taken, and Mr. McPherson's amendment was rejected—yeas, 17; nays, 37.

Paragraphs 143 to 158 were passed with the committee amendments.

Paragraph 159 (as to cutlery) having been reached, Mr. McPherson called attention to a table which had been prepared for him, and which showed that on the cheapest grades of pocket knives the proposed duty would be 116 per cent. ad valorem, while on the more expensive grades the duty would be only 76 per cent. ad valorem. It showed the same proportions as to the lower and higher classes of razors. He moved an amendment to strike out the classification by value and the specific rates, and to make the duty on penknives and pocket knives 45 per cent. ad valorem.

Mr. Cullom addressed the Senate upon the general subject of the tariff, stating his belief to be that in a great degree the unparalleled growth and development of the wealth of the country were due to the protective tariff system. The foundation of every Democratic or free trade argument, he said, was based upon the assumption contained in President Cleveland's famous message, that tariff laws raised the price to consumers of all articles imported by precisely the sum paid for duty thereon. If the declaration was not true, then the whole free trade structure fell to the ground. The history of the country, said Mr. Cullom, showed conclusively that the effect of protection had been to reduce prices. There was nothing consumed by the farmers of the country which was not cheaper under the protective system than under tariffs for revenue only or free trade, except those articles which were not sufficiently protected, or which for physical reasons could not be manufactured in this country. He illustrated the effects of protection in the case of steel rails, asserting that, by reason of the tariff established in 1867, that industry had grown from nothing in this country to its present magnificent proportions, and the price had been reduced from $166 to $30 per ton.

Mr. McPherson's amendment went over without action, and the bill was laid aside.

Mr. Hoar gave notice of two amendments which he would offer to-morrow to the Quay resolution. One was the resolution for a change of the rules, which he had offered on Aug. 9, providing that, when a bill or resolution shall have been considered a reasonable time, it shall be in order for any Senator to demand that debate thereon be closed. The other was to include in the legislative business to be taken up this session the Federal Election bill, and to provide that immediately after the Tariff bill shall be disposed of the Election bill shall be taken up for consideration and shall remain before the Senate every day for three days, after the reading of the journal, to the exclusion of all other business; and that on Sept. 4, at 2 o'clock, voting thereon and on pending amendments shall begin and shall continue from day to day, to the exclusion of all other business, until they are disposed of.

House of Representatives.

In the House, Mr. Thomas of Wisconsin moved to lay upon the table the motion made some days ago by Mr. Hayes of Iowa to reconsider the motion by which the House passed the Nat McKay bill. It was agreed to—yeas, 92; nays, 79. This finally passes the bill.

The Speaker stated that the unfinished business in the morning hour, the first morning hour the House has had for several months, was a bill to amend the Alien Land law.

Mr. Carter of Montana explained that the bill had in view the repeal of the Alien Land law in so far as that law referred to the ownership of mines in the Territories. He said that the Alien Land bill had been passed by the House after a very slight consideration. He insisted that the ownership of mines of gold, silver, lead, tin, cinnabar, and copper in the Territories was not intended to be affected by the bill. He had no quarrel to make with the existing law in so far as it related to agricultural and timber lands. He did insist that foreign capital should not be discouraged or prohibited from engaging in the precarious enterprise of developing the mines of this country.

Mr. Buchanan of New Jersey inquired whether the passage of the present measure would not render it possible for foreign capital to control every mine in the United States.

Mr. Carter replied that for a century prior to the enactment of the law the privilege stood wide open to foreigners to invest in our mines. The history of that century showed that the financial results were not commensurate with the investment made by foreigners in that class of property.

Mr. Buchanan inquired whether it would not be possible for Englishmen to buy up every lead mine in the United States.

Mr. Carter—If they are willing to pay more than the mines are worth.

Mr. Chipman of Michigan opposed the measure. It proposed to abolish all the restrictions and safeguards which, in consequence with the spirit of the age, had been thrown around the public lands of the territories. If the original act was right, this measure was wrong. If at the time the act was passed there was a need for such legislation, the history of the country since has demonstrated that such legislation was much more necessary now. There was not a meeting of a Farmers' Alliance or of a labor organization from one end of the country to the other from which the demand had not gone forth, not for the repeal of this legislation, but for stronger legislation on the same subject. The demand was "American land for American men; homes for our own people." He was in sympathy with that demand. The passage of this bill might result in gigantic corporations controlled by foreigners who had no interest in our country. Pending further debate, the morning hour expired, and the bill went over.

Mr. Cannon of Illinois from the Committee on Rules reported a resolution setting apart to-day, Wednesday, Thursday, and Saturday, and Tuesday and Wednesday of next week for the consideration of bills reported from the Committee on Agriculture. The first bill to be taken up is the Senate bill to aid agricultural colleges, the previous question upon which shall be considered as ordered after two hours' debate. Next shall be taken up the bill providing for the inspection of meats for exportation, and it also shall be voted upon after two hours' debate. Then the bill defining lard shall be taken up and the previous question ordered at 4 o'clock Saturday. On Tuesday of next week the bill defining options shall be taken up, and the previous question is to be considered as ordered at 3 o'clock Wednesday. On the days specified the House shall meet at 11 o'clock. The order further provides for a morning hour each day, and gives place to general appropriation bills or conference reports thereon.

Mr. Crain of Texas inquired whether, under the order, the River and Harbor bill could be considered.

Mr. Cannon replied that he thought not. But that bill could be called up on Friday or Monday, or during the morning hour on the other days.

Mr. Blount of Georgia, a member of the Committee on Rules, criticised that committee for its action in bringing in a resolution including such important subjects without opportunity for fair discussion. The House had degenerated from common respectability. The River and Harbor bill, of more importance than any of the agricultural bills, had been purposely excluded, and could not be considered. He thought that it should be included and the time for debate extended.

Mr. McMillin of Tennessee, another member of the Rules Committee, said that it must be admitted, in view of the late hour in the session, that the proposed order put the River and Harbor bill in a perilous position. Business had already been outlined that would occupy the time of the House until September, leaving unconsidered the River and Harbor bill with its $24,000,000 appropriation. He warned the House now, in order that the friends of the River and Harbor bill might adopt the special order with their eyes open.

Mr. Fenston of Kansas, Chairman of the Committee on Agriculture, said to the friends of the River and Harbor bill that if they knocked out the Agricultural Committee that committee would knock the River and Harbor bill so high that it would never be seen again.

Mr. Hatch of Missouri said that the bills of the Agricultural Committee were among the most important offered to the House. Behind these bills were more voting thousands than were behind any other species of legislation on the calendar. These thousands were restless, excited, and uneasy from one end of the country to the other, for the reason that their measures had been cut out by such measures as the River and Harbor bill. He warned his friends on the Democratic side to make no mistake in voting against this order. It was the best that could be done; and any Democrat, representing an agricultural district, who threw an obstacle in its way would rue it before the frosts of November.

The resolution was adopted, and the House accordingly proceeded to the consideration of the Senate Agricultural College bill.

Mr. J. D. Taylor of Ohio spoke in favor of a proposed amendment, providing that the appropriations shall be applied only to instruction in agriculture, the mechanic arts, the English language, and the various branches of mathematical, physical, natural, and economic science, with special reference to their applications in the industries of life, and to the facilities for such instruction.

Mr. Caruth of Kentucky protested against the passage of the bill by Democratic votes. He had always been a firm and devoted friend of the public school system, but he was unwilling to carry the authority of the Government into the States and make the Government an educational institution. Since he had been in Congress he had heard a great deal of lobbyists. The only lobby he had seen at this session of Congress had been the educational lobby, composed of the Presidents of the agricultural institutions. They had stood like sentinels at the door of the Committee on Education, and the proceedings of that committee had been interfered with by impertinent and impudent communications. What did they propose to do? Control this money when it came? Would they throw wide open their institutions for any poor boy to enter? No, there was a golden knocker on the door. There was but one "open sesame" to admittance there, and that was money.

These institutions were paid institutions and not free. They did not afford free education to the children of the people. And Congress was asked to give $10,000 a year to each of these institutions, shutting its eyes to the violation of the Constitution and to the infamy of the measure.

Mr. Turner of New York could see no reason why the sons of farmers should receive aid from the Government for their education in agriculture that did not equally apply to the sons of bricklayers and carpenters desirous of engaging in those trades.

Mr. McCrary suggested that the bill applied to the mechanic arts.

Mr. Turner in reply said that the real reason for this bill was that the farmers were in a state of unrest. The agricultural districts which had been giving Republican majorities were asking for what and they had been doing so. If Congress would give the farmers the same chance it did the manufacturers, if it would revise the tariff which had weighed heavily on them for twenty-five years, they could educate their sons without Government aid. This bill was nothing but a sop thrown out to the farmer that he might slumber longer under this iniquitous legislation.

The amendment suggested by Mr. Taylor was agreed to, and the bill, as amended, passed, without division.

(It appropriates out of money arising from the sale of public lands to each State and Territory for the more complete endowment and maintenance of colleges, for the benefit of agriculture and the mechanic arts, the sum of $15,000 for the year ending June 30, 1890, and an increase of such appropriation thereafter for ten years by an additional sum of $1,000 over the preceding year, and the annual sum to be paid thereafter shall be $25,000.)

LIVE WASHINGTON TOPICS.

Things of Interest Happening In and Out of the Halls of Congress.

WASHINGTON, Aug. 19.—There is great anxiety among the friends of the River and Harbor bill as to its disposition when it reaches the White House. Mr. Harrison a few days ago said to a Senator that he hoped the bill would come to him with the Hennepin Canal project stricken out, and intimated that it would be wise for the friends of the measure to see to it that this was done. While the appropriation contained in this item is only $500,000, it commits the Government to an expenditure of over six million dollars to complete the project. It is to this, it is said, that the President objects. The advocates of the canal, and they are numerous in both the House and the Senate, insist that the bill shall not come out of the conference committee if the canal project is rejected.

The bill as it passed the Senate appropriates more than twenty-five millions of dollars. Several millions of this amount is for continuing the work on the Mississippi and its tributaries and for repairing the breaks in the levees caused by the overflow of the river last spring. The engineers in charge of the river estimate that even with the work going on there is a deterioration or depreciation of ten per cent. each year in the coats, dredging machines, &c., and in the levees, dikes, and other artificial agencies which are employed for keeping the river in its natural channel, which must each year be repaired, in addition to the new work done. Without the regular appropriation even those most familiar with the hydraulics and eccentricities of the Father of Waters hesitated to estimate the amount of damage that would follow. In view of these facts there is much doubt whether Mr. Harrison has the courage to veto the bill, or whether he will do as his predecessor did, and allow it to become a law by failing to return it to Congress within ten days.

A large force of census clerks have been busy since yesterday morning counting the population of the State of Washington as shown by the enumerators' returns. The State Legislature of Washington will convene to-morrow, and the census officials are trying to complete the count by to-morrow noon in order that the apportionment for State officers may be proceeded with at once. There are two or three enumeration districts which have not yet been received, and in case they do not arrive to-morrow an estimate will be made of their population, which for the present will answer all purposes.

The records of the Pension Office show that up to date there have been received 372,931 applications for pensions under the Dependent Pension act of June 27 last. Of this number 24,472 have been returned to the applicants because of defects in the papers. The office is said to be greatly in need of the additional force provided for in the bill which recently passed the Senate.

The President to-day sent to the Senate these nominations:

Levi P. Wright of the District of Columbia, to be Register of Wills in the District of Columbia, vice Dorsey Chapell, resigned.

William F. Sims of Virginia, to be Consul of the United States at Colon.

Drowned in Sight of His Sweetheart.

The body of Philip Stenglein of 137 Montrose avenue, Brooklyn, who was drowned while bathing in Jamaica Bay, Rockaway Beach, last Sunday, was found on the shore of that place yesterday afternoon. He was 19 years old. He was accompanied to the beach by his betrothed, Miss Kate Weber, 19 years old, of 249 Devoe street, Brooklyn. About 5 o'clock, Miss Weber says, Stenglein proposed that they go in bathing. Stenglein went in first. He swam out into the channel. Miss Weber stood on the shore watching him until her attention was attracted to something else. When she looked toward the water again Stenglein was not to be seen. She informed the bathing house keepers and a search was made for him, but without success.

For mosquito bites and all itching use Fond's Extract, Unequalled for reducing inflammation.—Adv.

A NEW SHIP FOR OUR NAVY.

PROTECTED CRUISER NO. 19 IS TO BE A COMMERCE DESTROYER.

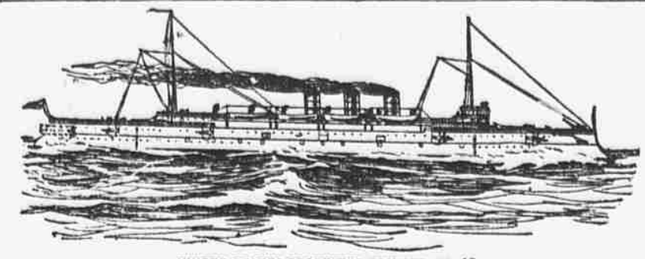
Her Three Screws Will Propel Her Twenty-one Knots an Hour, and a Little Way Of She Will Look Very Much Like a Merchantman Herself.

Under authority conferred upon the Navy Department by the act of Congress making appropriations for the naval service, approved on June 30, 1890, plans for a protected cruiser of about 7,300 tons displacement are being prepared in the Bureau of Construction and Repair and Steam Engineering. Proposals have been invited under date of July 1, 1890, from all reputable builders under two classes:

Class 1—For the construction of the hull and machinery, including engines, boilers, and appurtenances, complete in all respects in accordance with the plans and specifications provided by the Secretary of the Navy.

Class 2—For the construction of the hull and machinery, including engines, boilers, and appurtenances, complete in all respects in accordance with the plans and specifications provided by the bidder.

No proposal under the latter head will be considered unless accompanied by full and complete specifications of the hull and machinery by such plans as may be necessary for a thorough interpretation of the design thereof, and by a satisfactory guarantee of the results of the same if adopted. Bidders may, if they so desire, adopt the plans and specifications of the department for the hull and machinery or any part thereof, and embody them in their plans and specifications to be submitted with their proposals. The plans and specifications submitted by the bidders must, however, conform to certain requirements as follows:



UNITED STATES PROTECTED CRUISER NO. 12.

All their parts shall be of domestic manufacture, and in compliance with provisions of the act of Aug. 3, 1886. The contractor must guarantee an average speed in the open sea, under conditions prescribed by the Navy Department, of twenty-one knots per hour, maintained for four consecutive hours, during which period the air pressure in the fire rooms shall not exceed one inch of water; and for every quarter knot of speed so developed above said guarantee the contractor shall receive a premium over and above the contract price of $50,000, and for every quarter knot that the vessel fails of reaching the required speed there shall be deducted from the contract price the sum of $25,000. The plans now being prepared by the department may be seen and examined at the department on and after Aug. 20. The vessel must be completed within two and a half years after the contract is signed.

The department plans calls for a vessel 400 feet long on the mean load line; beam, moulded, 58 feet; draught, mean normal, 23 feet; extreme, normal, 24 feet; displacement, normal, about 7,300 tons; speed sustained, 21 knots, and indicated horse power, 20,500. The main battery consists of four six-inch breech-loading rifles of high power; eight four-inch breech-loading rifles, rapid firing; about eighteen machine guns, and six torpedo tubes.

The arrangement of the motive power will be somewhat novel, as the force will be transmitted through three screws, one placed amidships, as in ordinary single screw vessels, and two others placed further forward, one on each side, as is usual in twin-screw vessels. This arrangement is not entirely new, having been adopted by the French for some of their later vessels, but it represents the latest advance in the steam engineering line where such power is to be transmitted. If twin-screws were used over 10,000 indicated horse power would pass through one shaft; now each shaft transmits only 6,850, and the vessel has one more chance in case of break down.

The machinery and boilers were designed by Engineer-in-Chief George W. Melville, U.S.N., chief of the Bureau of Steam Engineering. There are three sets of triple-expansion vertical, inverted cylinder engines, driving the triple screws. The centre screw is about four feet six inches below the other two. Each engine is placed in a water-tight compartment, and is complete in every respect, so that the vessel may be propelled at a slow speed by the centre screw alone; by the two outer screws at a medium speed, and by the three screws when the highest rate of speed is required. Each shaft is fitted with a disengaging coupling, so that when not in use the propellers are free to revolve. The great advantage of this arrangement is that it allows the machinery to be worked at its maximum and most economical number of revolutions at all rates of the vessel's speed, and each engine can always be used for propelling the vessel, an advantage of great importance, and one that the arrangement of two sets of engines working on the same screw does not possess. The steam pressure is 160 pounds.

Diameter of high pressure cylinder	42 inches
Diameter of intermediate pressure cylinder	59 inches
Diameter of low pressure cylinder	92 inches
Stroke (common)	42 inches

The shafting is made of forged steel 16.5 inches in diameter, with an axial hole 7.5 inches in diameter. Steel has been used wherever possible, so as to make the machinery as light as is consistent with safety. The total capacity of the circulating pumps per minute, when used for bilge purposes, is 40,500 gallons. The total indicated horse power at 129 revolutions per minute and a forced draught of one inch of water is 11,000 horses.

There are eight main double-ended boilers, placed in four water-tight compartments, and two single-ended auxiliary boilers placed on the berth deck. The air-tight fire room system of forced draught is used. Six of the double-ended boilers are 15 feet 6 inches in diameter and 21 feet 6 inches long, each having eight furnaces and 175.5 square feet of grate surface and 5,932.4 feet of heating surface.

Two of the double-ended boilers are 11 feet 8 inches in diameter, and 18 feet 8.5 inches long, each having four furnaces and 84 square feet of grate surface, and 2,870 square feet of heating surface. The total grate surface for the main boilers is 1,221 square feet, the total heating surface for the main boilers is 41,334.4 square feet. Each auxiliary boiler is 10 feet in diameter, and 8 feet 6 inches long, with two furnaces, and has 32 square feet of grate surface and 968.5 square feet of heating surface. The total grate surface for the auxiliary boilers is 64 square feet, the total heating surface for the auxiliary boilers is 1,937 square feet. All the boilers are constructed of steel for a working pressure of 160 pounds.

The vital portions of the vessel are protected by an armored deck 4 inches thick on slopes and 2½ inches on the flat. The space between this deck and the gun deck will be minutely subdivided by coal bunkers and store rooms. In addition to these a coffer dam 5 feet in width will be worked next to the ship's side for the whole length of the vessel. In the bunkers this will be filled with patent fuel, forming a wall 5 feet thick against machine gun fire. The contents can also be utilized as fuel in an emergency. Forward and abaft the coal bunkers the coffer dam will be filled with some water-excluding substance similar to "woodlite." In the wake of the 4-inch and machine guns the ship's side will be armored with 4 and 2 inch plates. The 6-inch guns are mounted in the open, protected by heavy shields attached to the gun carriages.

The accommodations for officers and crew are spacious, well ventilated, and lighted. All the rooms are approved modern appliances for exhausting vitiated air, and for incandescent lighting by electricity have been incorporated in the design. The coal capacity is very large, 2,000 tons. At 10 knots speed per hour this will give the vessel an endurance of 109 days, or a radius of action of 26,240 knots, or in other words, she will be able to steam around the world in 109 days without recoaling.

In appearance the vessel resembles closely an ordinary merchantman, the sides being nearly clear of projections or sponsons which ordinarily appear on vessels of war. She will have two signal masts, which will have no military tops on them, however. The function of the vessel is to destroy the commerce of an enemy; therefore, her general appearance is such as to enable her to get within range before her character is discovered. As a whole, this vessel will represent the latest and most powerful, economical, protected commerce-destroyer. The hull will be of steel. The vitals of the ship will be well protected, and the gun stations shielded against machine guns. The subdivision of the hull is such as to form a double hull below the water line, to offer the great security against damage from torpedo attack as can be given in a vessel of this class.

SHE HID THE DIAMONDS.

Miss Hamlin Contrives to Conceal Them While She is Being Searched.

PITTSBURGH, Aug. 19.—Fourteen hundred dollars' worth of diamonds were found neatly secreted in the Central Police station yesterday. They had been hidden there by a young woman from Wheeling. Some days ago Julia Chisnell of Wheeling missed her diamonds. At the same time Cora Hamlin, an inmate of her house, left for this city, and was at once suspected of stealing the stones. The police here were notified, and the Hamlin girl was arrested on her arrival. She was at once taken to Central station. She was a pretty and refined-looking girl. She was turned over to the matron, who had her remove each article of clothing, which was handed out to the detectives on the outside. They searched the garments carefully, but found no trace of the diamonds. The girl was then sent back to Wheeling.

Further search revealed the fact that the girl had been in Pittsburgh some time before this and rented a box in the Post Office. After the diamonds were missed and the girl had been searched a small package came to the office addressed to this box. The police were certain it contained the stones, and so wired the authorities at Wheeling. The Post Office officials refused to permit the box to be opened. The girl at last sent an order to have the box returned to Wheeling in care of the Chief of Police. It is there now, and no one knows what it contains.

On Sunday the girl sent for the officers and wanted to be released. She was told she could not leave jail till she told where the diamonds were. She said in substance that when she was arrested by the Pittsburgh officers she had the diamonds concealed about her person with a care that she had hoped would defy all searchers, but in Headquarters while the officers were in a near room she removed the gems from their hiding place, they being sewed up in a small muslin bag, took a long black-headed pin from her hat, stuck it through the bag, and stooping down behind a wardrobe, she stuck the pin firmly into the wood. A policeman came to this city yesterday and found the story true.

Attracting Settlers to Manitoba.

OTTAWA, Ont., Aug. 19.—Six or eight representative British farmers and three delegates of leading agricultural societies will visit Canada next week for the purpose of reporting upon Manitoba and the Northwest as a suitable field for settlement. A number of British farmers came to Canada on a similar mission seven or eight years ago, and their reports, which were published and scattered broadcast throughout Great Britain, had a most beneficial effect in promoting emigration to Canada.

The Point Riche Lighthouse Burned.

OTTAWA, Aug. 19.—The Marine Department was notified to-day that the lighthouse on Point Riche, on the west coast of Newfoundland, was destroyed by fire on Friday last. The lighthouse was erected by the Dominion Government in 1871, and has proved of great service to steamers utilizing the Straits of Belle Isle in going to and from England. It will hardly be possible to reconstruct the lighthouse before next spring.

Amicunzo Deramo Kicked to Death.

During a fight among some Italians over a game of cards at 70 Spencer street, Brooklyn, on Sunday night, Amicunzo Deramo was knocked down and kicked in the stomach. The police were not informed of the matter until after Deramo's death, which occurred yesterday morning. It was ascertained that the fatal assault was committed by Frank Cuno, who has disappeared.

DARING DAYLIGHT ROBBERY

In Lawyer Merrick's Office on Broadway.

Even Laura Jean Libbey, in all the novels from her pen, never gave to the public anything more startling. The same thing is liable to happen to any lawyer or business man. No wonder the community is startled. The whole story of the great robbery is told in Laura Jean Libbey's great novel, "Lovers Once, but Strangers Now." Those who have read "That Pretty Young Girl" and "Miss Middleton's Lover" may expect a grand treat. "Lovers Once, but Strangers Now" is the most intense novel ever given to the world by this famous authoress. Remember, this is the only novel she has written this year. Call for the new book, with the true picture of Laura Jean Libbey—taken from life—on the outside cover. For sale at all news stands. Call to see, whether you buy or not.—Adv.

THREE LITTLE CASTAWAYS.

They Have a Rough Time on Lake Superior, but All Ends Well.

ASHLAND, Wis., Aug. 19.—Three boys, James and Willie O'Brien and Frank Gallagher, on Sunday afternoon launched a small boat and had propelled it with a pair of paddles to a point three-fourths of a mile from shore when one of those violent squalls for which Lake Superior is noted struck them. They lost their paddles, and the boat began to fill with water. Jim and Frank, aged respectively 8 and 10 years, jumped into the water on either side. Each of them put one hand on the gunwale, paddling with the other. Willie Willie, who is only 7, bailed the water out with his hat.

Night came on black and stormy, and for ten hours the boys swam. They called for help time and again, but their voices were lost in the roar of the sea. About 4 o'clock in the morning the boys drifted past a light which they thought indicated a residence near by. When they learned a minute later that it was a vessel they were in despair, but battled on until late in the morning, when, at a point nineteen miles out in Lake Superior, they were sighted and picked up by a passing schooner.

DR. ELEANOR J. CHAPIN.

She Sets Herself Free, and the Court Justifies Her Action.

Chief Judge Clement of the City Court, Brooklyn, decided yesterday that Dr. Eleanor J. Chapin was not a fit subject for confinement in a lunatic asylum, and ordered her discharge from the Keith House, a private asylum. Miss Chapin has been practising medicine in different parts of the country for several years. For some time, however, owing to her mental eccentricities, she has been kept under restraint by relatives.

Dr. Schenck, an insanity expert, reported that he had carefully examined Miss Chapin, and that although she was mentally affected to some extent, he did not consider that she ought to be deprived of her liberty. Miss Chapin had already taken her departure from the asylum before the order for her release had been received at the institution. Superintendent Wells says she left hastily, without explaining where she was going.

Terrible Storm at Valparaiso.

SAN FRANCISCO, Aug. 19.—The *Call* says that a sailor who shipped on the American bark Portland Lloyds at Valparaiso, Chili, has written his mother in this city an account of a terrible storm in Valparaiso Bay. Following are extracts from the letter:

"July 2.—Blowing a gale, and the waves are breaking over the city. The shipping is in great danger.

"July 3.—Nova Scotia ship, English bark and steamboat went down last night. Bark went ashore near Consulan, and Nova Scotia ship is on the rocks, but going to pieces."

The letter was evidently sent on board the mail steamer bound north before the storm abated. Since then no advices have been received as to whether the Portland Lloyds and other vessels weathered the gale or not.

The Last of the Wyandotte Indians.

UPPER SANDUSKY, Aug. 19.—Margaret Solomon, better known as Mother Solomon, the last of the tribe of Wyandotte Indians, died yesterday in her home north of this city on the banks of the Sandusky River. She was a full-blooded Wyandotte, the daughter of John Grey Eyes, a noted chief. When, in 1821, the Rev. Mr. Finley opened his mission school, Margaret Grey Eyes was the first little maiden who was brought to be taught. When the Indians went West, in 1843, she went with them, but some years ago, after her husband, John Solomon, died, she returned and bought the home where she lived quietly and alone. She was the last of a great Indian race.

Drowned in Star Lake.

UTICA, Aug. 19.—Mrs. Frederick Bones of Carthage, a handsome young woman, was found drowned in Star Lake, in the Adirondacks, yesterday morning. She was spending the summer at a cottage there. Her husband and friends were out shooting when the drowning occurred. It is believed that Mrs. Bones committed suicide, as she had been melancholy of late.

Three Limited Trains.

The New York Central offers in addition to five regular express trains from New York to the North and West daily, three great limited trains, as follows: 9:50 A. M., Chicago limited, reaching Chicago at 10:10 next morning; 10:20 A. M., Southwestern limited, reaching Cincinnati 7:50 A. M. and St. Louis 6:10 P. M. next day; 4:50 P. M., North Shore limited, reaching Chicago 4:50 P. M. next day.—Adv.

HARD LOT OF UNCLE SAM'S SAILORS.

Why Commander Schley Refused to Allow One to Visit His Dying Mother.

The charge made against Commander Schley of the United States cruiser Baltimore, by a seaman who gave his name as John Fitzpatrick when he called at THE SUN office Monday night, that the commander was guilty of inhumanity in refusing to permit him to go ashore to see his family, whom he had not visited for eight months, was submitted to Commander Schley yesterday. Fitzpatrick also said that a fireman aboard the Baltimore named Alexander Donaldson was refused permission to go to his dying mother in Greenpoint, although he presented a physician's certificate as to her condition.

Commander Schley said to a SUN reporter that he did not remember either request, though it was quite possible that both were presented to him.

"On a big ship like this," said he, "there are, of course, several hundred men employed whom the Commander does not know by name, perhaps never sees. It is also the fact that every time the ship comes to port the Commander is overrun with requests for leave of absence accompanied by all sorts of excuses. Now, I am disposed to be extremely lenient with all my men. While I try to keep excellent discipline, I also try to give every man a show, and if there is a doubt I give the man the benefit of it. But experience has taught me that there are always many in the big crew of a big ship who will go to any length of fraud and falsehood to obtain a favor. Now, take the present case. We arrived here under orders from Washington requiring the immediate utmost effort of every man on board in order to get ready for the cruise to Sweden on Saturday next. Besides that, there were a thousand details for me personally and every officer on the ship to look after. It was a time of tremendous pleasure all around. As usual, a lot of requests for absence were presented to me. I could not spare a man in the first place, and I knew that most of the requests were founded on subterfuge. Beside, that, I could not spare a moment to investigate them, as is my usual custom. That is all. Perhaps I did one or two men an injustice. If so, I am sorry, but circumstances warranted it."

Commander Schley denied a story printed by a morning paper yesterday to the effect that the crew of the Baltimore had revolted against the tasks imposed upon them. He said:

"It is perfectly true that we worked our crew extremely hard and that we are finishing the work of coaling with outside labor. But that is all the truth there is in the story. The Baltimore, you know, got in on Friday night, and the work of beginning coaling for our trip to Sweden was delayed by our getting stuck in the mud in the navy yard. We had to put in our coal and provisions in a big hurry, and started in on Saturday morning. To follow out instructions from Washington, we had to work on Sunday. Now, you know, it is no easy job to coal up the Baltimore. The coal has to be put into twenty different compartments between decks, and requires manual handling. We had to be ready by Thursday morning, and, although the men were tired, I ordered the work to go ahead. I kept a sharp eye upon them in order not to overtax them, for, of course, men are capable of so much work at a stretch and no more. After the biggest part of the job was done I concluded that we would have to have outside help to finish up, for the men were evidently worked as far as flesh and blood can be induced to press them. I consulted some of the under officers as to the feeling of the men about it, and learned that while there was not the slightest sign of insubordination, some of them were complaining that the work was too heavy. I at once telegraphed for authority to relieve them by hiring outside labor to complete the work, and was telegraphed back to do as I thought best. So I engaged gangs of outsiders to relieve our tired crew, and rewarded the boys for their faithful work by giving them time off. That is the whole story."

PHELPS CHANGES HIS MIND.

The Albany Lobbyist Thinks he was Unjust to President Conover.

The suit of Julius F. Chesebrough against Daniel D. Conover came up before Judge Beach in the Supreme Court, Chambers, yesterday. Chesebrough had prepared bills and looked after legislation affecting the Forty-second street, St. Nicholas Avenue and Manhattanville Railroad Company, at the request of Mr. Conover, who was President of the company. He was to have received more than $10,000, but Conover denied the whole transaction and he was obliged to sue. The result was a verdict of about $18,000 for the plaintiff. Edward R. Phelps, the lobbyist, who was a witness for Mr. Chesebrough, contradicted Conover in every particular, said he would not believe him under oath, and that Conover would forge a man's name as soon as do anything else.

It was this statement of Phelps that brought the matter before Judge Beach yesterday. The motion was to set aside Chesebrough's judgment because Phelps's testimony had gone to the jury. In support of the motion counsel submitted this letter, written after the decision in Chesebrough's suit:

WHITE PLAINS, June 23, 1890.

D. D. Conover.

DEAR SIR: For some days I have felt it to be my duty to write to you in reference to the evidence I gave in the case of Chesebrough against you, and in which I wrongfully charged you with the willingness to commit a bribery offence, and which charge I now wholly retract, as I had no reason to believe and don't now believe you would do anything of the kind. While under the influence of great excitement, caused by the savage attack of your lawyers upon me and my character, I said then what I have deeply regretted since was ever uttered. I did not fully realize the nature and scope of my statement until I read it as reported in the following morning papers, when I at once went to the court to have the statement withdrawn and my evidence corrected accordingly. Mr. Sanders, Mr. Chesebrough's lawyer, would not let me do it. I therefore decided on writing directly to you to make some reparation for the wrong I have done. Yours truly, E. R. PHELPS.

The motion was opposed by Mr. Sanders, who argued that the evidence could have been taken from the record at the time. Phelps's opinion changed, he said, only after Conover's counsel threatened to bring suit against him for damages. Judge Beach reserved decision.

HORSE THIEVES IN BROADWAY.

A Phaeton Stolen from the Exchange Place Corner in Broad Daylight.

Early Monday afternoon Edward Comiskey, collector for Canda & Kane, drew up his horse in front of the Exchange Court building, 56 Broadway, jumped from the phaeton, and, leaving his horse unhitched and unguarded, hurried into the building. Seven minutes later, when he came out, he looked up and down the street with an astonished face. The phaeton and horse were gone. He ran up Broadway, looking into several side streets. Then he ran down Broadway. He inquired in several shops, but found no trace of his missing property. The horse and phaeton had been stolen in broad daylight on crowded lower Broadway. Comiskey reported the facts at the nearest police station, and continued the search all the afternoon on his own account. He advertised his loss in the morning papers. About 9 o'clock yesterday morning the watchman from the Ferris Brewery, 249 Tenth avenue, told Comiskey that he had found a buggy standing in front of the brewery at 7½ P. M. on Monday. Comiskey went over to the brewery and identified both phaeton and harness. No one could be found who had seen the horse unhitched. As it takes a high order of nerve to commit a robbery under such circumstances, the thief is probably an old offender.

More Tenement House Incendiarism.

At 11:40 o'clock on Monday night fire was discovered in the basement of the five-story tenement 214 East Third street. It was reported at the time that the flames originated in a garbage barrel, but investigation proved that an attempt had been made to burn the building, and the lives of sixteen families were imperilled. Isaac Cohen keeps a saloon next door. His son Antonio and his daughter Kate were looking out of a rear window and saw smoke issuing from the grating of the cellar. They informed a policeman, who discovered burning paper and sticks of wood in a varnish barrel, and promptly put out the blaze. Mrs. Durkee, the housekeeper, said that she was in the cellar at 2 P. M., and that no varnish barrel was there then. But J. Amminski, an artificial flower colorer, declared that he heard some one moving in the cellar about half an hour before the fire was discovered. The Fire Marshal will investigate.

Chabellac Admits His Guilt.

Emile Chabellac, the young French thief, had nothing to say in his own behalf when he was arraigned in the Harlem Police Court yesterday. Frank Raymond, the Republican leader, told of the loss of his diamond cuff buttons, and said the prisoner had admitted taking them. Chabellac nodded acquiescence and Justice Power fixed bail at $1,000. Mrs. Sarah Cappell, with whom the prisoner had boarded, repeated her story of the loss of valuable jewelry, and the accused was held in $1,000 bail on her complaint. Mr. Raymond's diamonds were returned to him.

GOLDEN OPPORTUNITIES

TO BE FOUND IN A NEW AND PROLIFIC FIELD, WHERE CAREFUL INVESTORS CAN PLACE THEIR MONEY WITH EVERY ASSURANCE OF A SAFE INVESTMENT.

Twenty years ago Mr. R. F. Pettigrew, who is now one of the senators from South Dakota, platted the town site of Sioux Falls. He received in return for his labor six lots, which were then worth about $50 apiece. Five years later he sold those six lots for $2,500. Last week the Senator repurchased the same six lots for $20,000. He told me the other day that within a year he expected to sell them for $40,000.

This is but an instance of how fortunes are made in this new Western city.

Omaha, Duluth, Denver, St. Paul, and Minneapolis have made wonderful records. But Sioux Falls, the metropolis of South Dakota, is queen of them all. There has never been known in the history of the country a city that has reached, in so short a time, the position which Sioux Falls occupies.

The recent dulness in Wall street has caused investors look in other directions. Many Eastern capitalists have turned their attention to the new States of the West, profiting by the example of the many who have enriched themselves by judicious invest