The Sun.

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THE SUN, New York city.

Advertisements for THE WEEKLY SUN, *issued to-morrow morning, must be handed in this evening before 6 o'clock.*

The Government at Washington.

The Government at Washington lives, and the people of the United States are behind it, sixty odd millions of them, Anarchists and fools not reckoned. The representative and executive of the Nation's authority, majesty, and power is President CLEVELAND. He stands at this moment for all that loyal Americans live for, hope for, are. That he stands firm to his obvious duty no man can now doubt. The Administration is doing its duty with respect to the people, and the people must do their duty with respect to the Administration. The color of a citizen's political opinions is of no more consequence at such a time than the color of his eyes or hair. As a citizen, as an American, he owes first of all his unqualified, unquestioning, unlimited support to the chosen man who took into his hands on March 4, 1893, the responsibility for the administration of the Nation's laws, and swore then to turn the Government over to his successor as he found it.

Whatever may be the immediate turn of events, President CLEVELAND and his Cabinet advisers confront a crisis in the Nation's history. How or why that crisis has arisen is not the question. How it shall be met is the matter that concerns the sixty odd millions behind the President and the Government at Washington. In half a dozen States of the Union to-day men occupy the Governor's chair who are no more fit to be there than DEBS or JOHANN MOST. The United States Constitution guarantees to the citizens of every State the privileges and immunities of citizens in the several States. It guarantees to every State a republican form of Government. One of the privileges of American citizenship is to live under law, not Anarchy. One of the immunities of American citizenship is immunity from lawless violence. A republican form of Government in any State is not Government administered by a coward, an Anarchist, or a Governor in sympathy with Anarchy and its objects. Questions of jurisdiction and verbal conflicts of Federal with State authority are bound to arise in any great public emergency involving the exercise of both Federal and State authority. They are technically interesting, as they were in the early months of 1861.

There is ample power in the Government at Washington, under the Constitution and laws of the United States, to preserve the institutions of this country against mob, insurrection, or rebellion. The power is not that of any one man, or of any small council of men; it is in the might of a great and indestructible Nation. We believe that it will be exercised, as it should be exercised, to any extent that may become necessary, with humane prudence and moderation as far as possible, but in any case with unyielding firmness and unremitting vigor. The President's proclamation is a draft at sight upon the loyalty and patriotic support of every loyal and patriotic American. In continuing to perform the perfectly plain duty now thrust upon him as the Nation's Chief Magistrate, President CLEVELAND should have something more than the half acquiescent, half critical countenance which approves the main purpose, but watches sharp for minor breaks and mistakes. He should have just that sort of support which we all owe to the flag when it is held up as a signal for Americans to rally to it.

The Truth About the Chicago Strike.

The speeches made and the resolutions proposed by the delegates of the Central Labor Union at Clarendon Hall on Sunday evince a disposition to misstate and befog the questions really at issue in Chicago. Before the organized workingmen of this town commit the blunder of denouncing the United States Government for exercising its constitutional powers, it will be well for them to consider candidly these facts:

The workmen employed by GEORGE M. PULLMAN had a perfect right to refuse the wages offered, and to quit work in a body if they deemed it expedient. But they had no right, by the exercise of any kind of pressure, to force PULLMAN to run his works at a loss. PULLMAN has solemnly declared that the last car contracts carried out by him involved a loss, and that he is unable to transact business any longer on that basis. From his point of view, therefore, there is nothing to arbitrate; for no freeman will submit to the decision of an arbitrator that he shall do business at a loss. This is a free country—as free for PULLMAN as it is for his employees. We are not yet ready for any sort of tyranny here; neither for the man on horseback nor for socialistic despotism.

The workingmen composing the American Railway Union had a perfect right to sympathize with the PULLMAN strikers, although, as we have seen, the latter had no real grievance. But the A. R. U. had no right to carry the expression of its sympathy beyond certain lawful limits. They had a right to request, in contempt of all general convenience, the officials of the railways running out of Chicago not to haul PULLMAN cars. Those officials had an equal right to refuse the request, and, indeed, were bound to do so by their duty to earn dividends for their stockholders, and to subserve the interests of interstate commerce. They have pointed out that, if PULLMAN cars are detached, mail trains can only be run at a loss; and such a loss neither the A. R. U. nor the United States Government has any right to inflict. The railways have contracted to carry the mails, but the contract gives the railway officials exclusive control of the method in which trains shall be made up. Self-interest can be trusted to cause the officials to make up the trains in such a way as to answer the needs of the travelling public. Those needs would not be answered by a refusal to haul PULLMAN cars.

The demand of the A. R. U., that it should dictate the make-up of trains, having been rejected, the workingmen composing that association had a right to quit work upon the railways running out of Chicago, and to seek employment elsewhere, or live upon their savings, if they deemed it expedient to do so. But there their rights stopped short. They have no right to deprive the railways of the use of their own property and to impede the performance of their functions. They have no right to deter other American citizens from accepting the posts vacated by the strikers. Yet these unrightful and unlawful acts have notoriously been done. The new men employed by the railways in the place of the strikers have been subjected to violence or threatened with it; tracks have been obstructed; switches demolished; watch towers destroyed, and cars derailed, overturned, and burnt.

But, according to the leaders of the A. R. U., the strikers are in no wise responsible for the acts of violence which have been committed in Chicago—for the assaults upon newly engaged workmen, and for the destruction of railway property. These crimes, they say, are perpetrated by the thugs and ruffians who are always ready in large cities to profit by times of public agitation. If this assertion is made in good faith and is well founded, the strikers have nothing to fear from the display and resolute exercise of a Federal armed force. They have nothing to fear and nothing to complain of. All they have to do is to obey the President's proclamation and keep away from the railway tracks. Then when the ruffians who are obstructing inter-State commerce and the carriage of the mails are shot down, as they will be, by the Federal soldiers, no innocent striker will be hurt.

Such are the facts regarding the situation at Chicago. They are well known to this community, and it is useless for any professional agitators to try to bamboozle us about them.

Weak Prof. Wilson.

Mr. WILSON's eulogium of his Tariff bill in the House last Saturday asserted that the bill was based upon "two clear and intelligent principles." One of these principles was that "in gathering revenue taxes under a tariff those taxes should be levied and gathered upon finished products and not upon what was called raw materials. Taxes upon raw materials are taxes upon the occupation of the working people of a country, and no country which does not allow the working people free, untaxed access to the materials of industry can fully supply its own market or hope to contend for the markets of the other countries of the world." These words are simply a confession that the WILSON bill was not a tariff for revenue only. A bill for the especial benefit of "the working people" as distinguished by Mr. WILSON was not contemplated by the makers of the Chicago platform. It might be difficult to prove that the WILSON bill was in effect such a bill, but as to its intention Mr. WILSON is a trustworthy witness. His words show that he is not a tariff for revenue only man, but a protectionist.

In the matter of free raw materials he would remit taxes and lose revenue for the sake of benefiting or trying to benefit his "working people." Elsewhere in his speech Mr. WILSON speaks of "that great fundamental Democratic idea that we should gather whatever revenue we need under a tariff system from a revenue tax upon the finished product." Mr. WILSON goes to his own mind or to obsolete Democratic platforms for his great fundamental Democratic idea. Since 1892, the great fundamental Democratic idea so far as tariffs are concerned has been the idea of making a constitutional tariff for revenue only. Mr. WILSON has nothing to say for the Constitution, and there is nothing in his remarks on his bill to show that he is for a tariff for revenue only. He is for protection, for the protection of "the working people," as he puts it; in reality for the protection of certain manufacturers who want the United States to give them double protection, first by taking the tax off the raw material of their manufacture, and second, by putting a good stiff tax on the manufactured product.

Mr. WILSON's objection to the Senate Tariff bill cannot be sustained. He doesn't come into court with hands clear of protection. He has filled his bill with protection, protection less logically applied than it has been applied by the Senate. If he had framed his own bill in accordance with the Democratic platform he would have the sympathy of every honest Democrat. Indeed, the Senate bill would not have been so flagrantly Republican, if Mr. WILSON had made a Democratic bill. It is idle for him to complain of the Senate. The Senate has but bettered his instructions. It has made a bill not much different in character, if a little more atrocious in detail than the House bill.

Mr. WILSON seems to have said nothing about the income tax. He cannot lay upon the Senate the responsibility of that deviation into Populism.

Honors to a Sailor Hold.

Congressman CUMMINGS has introduced into the House a bill appropriating $50,000 for a statue of "Commodore PAUL JONES, the sponsor of the Stars and Stripes on the ocean," to be erected at the southwest corner of Lafayette square in Washington, facing the Navy Department building, and similar in general design to the LAFAYETTE memorial, now at the southeast corner. The statue is designed to be "a slight tribute from this republic to his glorious services in the cause of liberty, while fighting under the national emblem of his adopted country."

The present is not a very favorable time for getting appropriations for monuments from the Treasury, and as Congress has gone more than a century without erecting a statue to JOHN PAUL JONES, probably it will find no trouble in postponing it a year longer. But if, after the many memorials to the soldiers of the Revolution, we are at length to pay a tribute to the sailors, no one of them so well deserves the honor as JONES. The British naturally felt very bitter against him for ravaging the coasts where his youth was passed, and to this day some of them call him a pirate. And even in this country, despite his great services, he found detractors, who thought him vain, ambitious, and intriguing, while JOHN ADAMS accused him of trying to wear laurels belonging to New England sailors. But when we find JEFFERSON, even half a dozen years after the war was over, speaking of him as "the principal hope of our future efforts on the ocean," we get a better estimate of JOHN PAUL JONES's true place in our naval history.

As to his being a pirate, it is enough to say that when, in the autumn of 1775, Congress arranged for fitting out a navy, JONES was made senior First Lieutenant under the first commander of our naval forces, ESEK HOPKINS. The fact that he hoisted with his own hands the Stars and Stripes on the little fleet that started early in 1776 for the expedition to the Bahamas, is historic. This was at Philadelphia, and it was, indeed, the first time that flag had floated on the Delaware River. This feat, referred to in Mr. CUMMINGS's resolution, does not of itself entitle him to a monument, yet it is a pleasant incident to recall, in view of the splendid service which he was soon to render to that flag. No braver hands could have flung it to the breeze.

Certainly, as long as men can be stirred by heroic deeds, the story of his brilliant exploits, capturing the Drake with his Ranger, cruising boldly around the British Isles with his few vessels fitted out in France, and finally conquering the Serapis, will thrill the reader. The fight of the Bon Homme Richard and the Serapis stands unsurpassed in some respects among naval duels of modern times. The determination to win or perish which made JONES, after his largest guns were rendered useless by the fire of the Serapis, lash his vessel to the enemy and pluck a triumph out of peril, was admirable. And when, late at night, the Serapis had struck, after a terrible battle, both ships at times on fire, and half the men on both either killed or wounded, Capt. PEARSON was astonished at the condition of his conqueror. He found her "in the greatest distress, her counters and quarter driven in, all her lower deck guns dismounted, on fire in two places, and six or seven feet of water in the hold." In fact, she sank the next morning. A valuable sword from France and a vote of thanks from Congress rewarded JONES.

He was a man of ideas and strategic genius as well as of extraordinary daring. This point has recently been brought out fully by one of our own officers, Commodore R. W. MEADE, who even declares that he must "ever regard PAUL JONES as the greatest commander, whether seaman or fighter, that our navy has had in its service. I do not hesitate to declare that, had he had a wider field and greater powers, I believe he would have rivalled, if not distanced, England's greatest hero, the immortal victor of the Nile and Trafalgar Bay." Certainly the greatest sailor of our Revolution, which showed not a few bright naval names and illustrious exploits, well deserves national honors.

The Next Twenty-four Hours in Chicago.

All eyes will now turn to Chicago to watch for the outcome of more than one hundred thousand men voting through their trades union representatives to stop work. Every ordinary citizen and especially every member of a labor organization in this part of the country will expect the outcome with feelings of anxiety.

The one hundred thousand men who have resolved to go into voluntary idleness to support DEBS may remain calmly at home and do no immediate harm to any one but themselves; or they may sally forth like frenzied savages and give Chicago over to destruction and terror not seen in that city since the great conflagration of 1871.

The answer to the question, Which course will they take? is awaited with great general concern, especially keen in the case of members of labor associations. An emphatic expression of sympathy like this with the indefensible outrage of DEBS's insurrection in itself carries discredit to its authors, but we must wait before we can know whether the strike of Chicago's allied trades merely stops the labor of one hundred thousand reputable and law-abiding citizens, or whether it releases upon that community an ungovernable mob, for whom law and order have no natural hold and with whom association is a disgrace to all honest men.

Will the strike of organized labor in Chicago do nothing but close the factories, or will it fill the streets with rioters and make more awful the miserable pretence of helping some workmen in Pullman by violently and destructively robbing the citizens of this country of the ordinary means of travel?

The prospect is serious for Chicago, and with her, of course, for all law-abiding communities. She must be prepared for the worst. But it is also serious for every member of a trade union who respects the name of labor organization in this country, and who desires to have others respect it with him.

In order to benefit workingmen I will not allow them to work. But my salary goes on.—DEBS THE RIPPER.

That the people of the United States are preëminently qualified as the maritime nation has been shown from time to time in the history of the country by the extraordinary daring and skill of our seamen on the high seas. A feat in seamanship that has never been excelled in boldness of conception or success of execution was performed by one of our naval officers eighty-two years ago to-day, when the second war with Great Britain was not a month under way. The 32-gun frigate Essex, Capt. DAVID PORTER, put to sea a few days after war had been declared in search of the British 36-gun frigate Thetis, which contained a large amount of specie for South America. While searching for the Thetis the Essex, on the night of July 10, fell in with a fleet of British merchant vessels. The approach of the Essex was not observed by the British, as the moon was obscured by the clouds at the time, throwing a very uncertain light over the sea. Availing himself of this, PORTER determined to ascertain the force of the escorting war ship, and, if not too strong, he resolved to carry her by surprise. He immediately ran in the guns of the Essex, closed her ports, housed the topgallantmasts, and, concealing his men, trimmed his sails in a slovenly manner, making every effort to give his ship the appearance of a merchant vessel. At 3 o'clock in the morning the Essex, under easy canvas, gradually drew among the strangers. The escorting war vessel was seen some distance in advance. Running alongside one of the British merchantmen, PORTER opened a conversation with her master, just as if his vessel belonged to the fleet. From this he learned that the vessels were transporting a thousand soldiers from Barbadoes to Quebec, and that the escort was the 32-gun frigate Minerva, besides which several of the merchantmen were heavily armed. PORTER then gradually drew ahead, with the intention of getting alongside of the Minerva. Desiring to learn more about the fleet, he spoke a second vessel, but the appearance of the Essex so alarmed the master of this ship that he was about to give a signal that a stranger was in the fleet, when the Essex's ports were thrown up and twenty black muzzles were run out. The Englishman was then commanded to keep silence and follow the movements of the Essex or be blown out of water. So skilfully did PORTER manœuvre his ship and prize out of the fleet that the other vessels did not realize that an enemy was near them. On inspection the prize was found to have 197 British soldiers aboard belonging to one of their best regiments. It was daylight before the Essex could repeat her daring raid in the fleet. Seeing that further disguise was unnecessary, PORTER cleared for action and offered battle to the Minerva, but the British commander deemed it his duty to stay by his remaining vessels rather than to run the risk of the battle.

THE FASTEST VESSEL AFLOAT.

Torpedo Boat Destroyer Daring Steams at the Rate of 29 1-4 Knots.

When the torpedo boat destroyer Hornet, designed by the Messrs. Yarrow & Co. for the British Government, attained the remarkable speed of 28.6 knots over the measured mile, and averaged 27.318 knots with and against the tide, it was thought that the limit of speed for these boats had been reached. But such is not the case, as on Saturday, June 23, the new Thornycroft torpedo boat Daring attained the phenomenal speed of 29.268 knots per hour against the tide in her official trial over a measured mile, which is at the rate of 34 statute miles an hour.

The Daring, which was designed by Messrs. J. I. Thornycroft & Co., is one of forty-two vessels of her class which have been ordered for the royal navy within the past two years. She is 185 feet long, 19 feet wide, 13 feet deep, and draws 7 feet. She has the usual flush deck and turtle back over the fore peak, as in the Hornet, but in addition has a breastwork at the end of the turtle back extending right across the deck. The Daring, like all her sisters, is a twin screw boat with the "flat-tailed" or "Thornycroft" stern. The principle of design, although somewhat unusual in steamers, has been known to give good results in small sailing vessels, such as northeast cobles and New England fishing schooners. The breadth is carried well aft on the water line, though there is a good deal of tumble home at this part, and the end being round, the view, end on, is somewhat unusual.

In order to secure an easy delivery the floor is sloped up from near amidships to the extreme end, where it is only just immersed, so that the model may be described as that of a horizontal wedge aft and a vertical wedge forward. According to *Engineering*, the design was objected to on the ground that in a heavy sea the falling of the stern would cause a heavy blow on the bottom, but in practice this has not been found to be the case, as the boat in her passage appears to cut through the waves and smooth the water sufficiently to overcome this difficulty. Her two propellers are carried under the arched bottom, the shafts projecting through, and there are two suspended rudders, one hung on each quarter in the same 'thwartship line as the propellers, to which they thus act as guards.

The engines of the Daring and her sister vessel, the Decoy, now finished and waiting for her trial, are, of course, the most interesting feature of the new boats. They are of a new type, designed by the Messrs. Thornycroft for these vessels, and are what are known as the three-stage compound type, having cylinders 10 inches in diameter for the high-pressure engine, 27 inches for the intermediate, and a pair 27 inches in diameter for the low pressure, with a stroke of 16 inches. Each set of engines are divided into two parts. Thus the high-pressure and intermediate cylinders form one-half, while the two low-pressure cylinders form another.

The cylinders are inclined from the vertical alternately to the right and left. Piston valves are not used, but the larger surfaces on the flat slide valves are balanced to relieve the pressure on the back. Following the line of the engines, first come the eccentrics and link motion which work the slide valve of the high-pressure cylinder, which are run on an overhung part of the shaft. Next comes a main bearing, after which come the high-pressure and intermediate cranks. Immediately aft again is another main bearing and then the eccentrics for the intermediate slide valve, which are followed by the forward and low-pressure eccentrics. Another main bearing follows, and then the two low-pressure cranks, after which is another main bearing, and then the after low-pressure eccentric, beyond which is the thrust block.

The inclined position of the cylinders enables the axes of the cylinders to be brought close together in a fore and aft direction, and advantage is taken of this to introduce an arrangement of cranks which is certainly unusual for torpedo boat practice. In place of there being a separate two-throw crank for each cylinder with a length of shaft between them, there are three webs to the two crank pins, the centre web being common to both and receiving a crank pin at each end. The centre web being twice or nearly twice as long as each of the others—the cranks being almost opposite each other, they may be said to be double-webbed, by which arrangement much valuable space is saved.

In addition to the above there are any number of other new and novel features in the construction of the engines of this boat, including the way the standards are arranged, the bracing of the engines, her steel ribs, and the almost entire absence of vibration when running at full speed. The boilers of the Daring, three in number, are of the improved tubular Thornycroft type, with a total heating surface of close on to 8,000 square feet, with a grate surface of 189 square feet. The boilers are placed in two stoke holds, the forward one having two boilers and the after one. The whole of the feeding is done by one of Wier's pumps placed in the engine room, though there are two additional pumps, which can be used in case of accident. Her propellers, which are three-bladed, are made of phosphor bronze, keyed into a boss in a novel manner.

In her first trial the Daring, under 200 pounds steam pressure, with her propellers revolving 392 times a minute, made a mile in 2 minutes 7¼ seconds, or at the rate of 28.214 knots per hour. In the second trial under the same steam pressure, with her screws revolving 385 times a minute, she made the distance in 2 minutes 6 seconds, or at the rate of 28.571 knots. In her third run with the steam blowing off from the safety valves of her three boilers, and her propeller revolving 395 times per minute, she covered the course against a slack tide in 2 minutes 3 seconds, or at the phenomenal rate of 29.268 knots. Her mean average for the three runs being 28.656 knots. The guaranteed speed of the boat is 27 knots.

ADMIRAL SKERRETT RETIRED.

Three Commodores to Be Made Admirals and Retired.

WASHINGTON, July 9.—The flagship Baltimore arrived at Nagasaki, Japan, to-day, and in reporting her arrival to the Navy Department Rear Admiral Joseph Skerrett sent an accompanying despatch asking to be placed on the retired list. The request is in accordance with a plan recently formulated by Secretary Herbert for relieving the stagnation in naval promotions. Orders placing Admiral Skerrett on the retired list and ordering him to return home were issued this afternoon.

The retirement of Skerrett will be followed by the promotion of Commodore Joseph Fyffe, who would ordinarily retire on account of age July 22. An order directing him to appear for examination before the Naval Retiring Board was issued to-day. If Admiral Skerrett had not retired, Fyffe would have gone on the inactive list as a Commodore. In accordance with Secretary Herbert's plan, Commodore O. F. Stanton, commanding the North Atlantic Station, will be promoted, vice Fyffe, and will be immediately retired as a Rear Admiral. Commodore Henry Erben, commanding the European station, is next in line, and when he receives his commission as a Rear Admiral, he, too, will retire. The last on the list of Commodores is R. W. Meade, who will become a Rear Admiral many years in advance of his retirement.

These changes will result in the promotion of four Captains to be Commodores and a corresponding number of Commanders, Lieutenant-Commanders, Lieutenants, junior grade Lieutenants, and Ensigns to the next highest grade.

After the Winter's Courting.

From the Kentucky Democrat.

A Catlettsburg man, who has five daughters who are of marriageable age, sent his sons to be renovated, and the following is a partial list of the articles which had slipped between the back and cushion, as counted and recorded:

Forty-seven hairpins, three moustache combs, nineteen suspender buttons, thirteen needles, thirty-five cigarettes, eight photographs, 217 pins, seventy-six grains of coffee, forty-seven cloves, twenty-seven cuff buttons, six pocket knives, fifteen poker chips, a vial of homœopathic medicine, thirty-four lumps of chewing gum, fifty-nine toothpicks, twenty-eight matches, thirty-nine collar buttons, eleven neckties, two love letters, a few pieces of candy, two dimes, three quarters, one nickel, eight buckles, five lead pencils, one pen, and four button hooks.

Mr. Astor Criticises His Newspaper.

From the London Figaro.

Although Mr. Astor does not attempt to control the opinions of his papers, he occasionally ventures a criticism on their contents, and his comment sometimes takes another epigrammatic form. For instance, not long ago the editor of one of the *Pall Mall* publications—I forbear to mention which one—had a copy of the paper returned with, "Is this paper written for housemaids?" inscribed all across it in blue pencil. The editor retaliated shortly afterward by returning an article written by Mr. Astor with the simple remark that it was "declined with thanks."

Persistent Search for Affinities.

From the St. Paul Dispatch.

SIOUX FALLS, S. D., July 6.—Major A. W. Allyn of Chicago and Mrs. Elizabeth Wallace Dunham were married at the home of the latter in this city last evening. The bride has been married four times, being divorced here last from ex-Congressman S. W. Dunham of Chicago. This is the third time the Major has been married. He is a wealthy Chicago banker.

CAR FARES ON THE BRIDGE.

A Proposition to Make One Ticket for Two Cents the Uniform Rate.

At a meeting of the bridge trustees yesterday, at which President Howell, Mayor Schieren, and Trustees Skinner, Henriques, and Keeney were present, the question of a still further reduction of fares on the cars was discussed. It was brought up by Mr. Skinner, who offered this resolution:

Whereas, The motion of Mayor Schieren to reduce the fare on the bridge to two tickets for five cents has met with public approval, and as the haul of the bridge cars, by comparison, is so much shorter than that of the surface or elevated cars, on which a fare of five cents is charged, and in consideration of the low rates charged by the ferry companies, and further in the public interest, be it

Resolved, That on and after Sept. 1 the fare on the bridge cars be reduced to two cents, and that all other rates of toll on the bridge cars be abolished."

Mr. Henriques opposed the resolution. He said that the bridge as managed at present required all the revenue it got to pay the interest on the bonds. Such a reduction as was proposed would lessen the annual receipts by $300,000. It was absurd to think of drawing off custom from the ferries, as the bridge had already reached its utmost carrying capacity during the rush hours.

Mr. Skinner said that a great many more passengers could be carried as soon as the increased facilities under way were in operation. Since the fares were reduced to five cents for two tickets, there had been a marked reduction in the sale of ten-ticket packages for 25 cents, and he had no doubt that the further reduction proposed would result in an increase in the revenue of at least $50,000 a year.

By general consent the matter went over until the next meeting.

The receipts last month were $98,000, which is $4,000 less than for the corresponding month last year. Last Saturday the receipts were only $3,209.33, the lowest for a Saturday during the past two years.

The report of the special committee appointed to pass upon the physical condition of the police force, with a view to the retirement of disabled members, did not come up, but it will be ready before the next meeting. It is said that a dozen or more policemen may have to go.

BOARD OF ESTIMATE.

$1,175,000 for the Second Section of the Driveway—Other Appropriations.

The Board of Estimate at its meeting yesterday authorized the Comptroller, on the application of the Park Department, to issue $1,175,000 of bonds from time to time, as may be required, to pay for the work of constructing the second section of the Harlem River Driveway.

The Park Department, through President Clausen, also applied for permission to make a transfer of $25,000 from the amount appropriated for work on Riverside Park, south of Ninety-sixth street, to the sum appropriated for improving that part of the park above Ninety-sixth street. The work is being done under the million-dollar appropriation. The Mayor told Mr. Clausen that he would authorize no transfers unless they were set forth in a resolution presented by the department that required them. As Mr. Clausen had no such resolution prepared, but made his request verbally, the matter was laid over until Thursday.

A resolution was passed authorizing the Comptroller to issue bonds for the following appropriations for the Fire Department: Erection of a fire house at 76 and 78 East 4th street, $75,000; purchase of premises 79 and 81 Ludlow lane for fire house, $45,000; putting in additional subway ducts and making connections with subways already laid, $50,000.

The Board of Education received these appropriations: $36,000 to pay P. J. Carlin for building Grammar School 58, at Fifty-second street, near Eighth avenue; $184,500 to pay Thomas Cockerill & Son for building school, at southwest corner of St. Nicholas avenue and 117th street; $64,500 to pay Wood & Tolmie for erecting Grammar School 57, on south side of 115th street, between Lexington and Third avenues; $7,983 for improving sanitary condition of Primary School 14, in Oliver street, and appropriations of over $11,000 for sanitary improvements in other schools.

THAT ALLEGED $500 FOR A JUDGE.

An Exhibition of Ground and Lofty Lying On One Side or the Other.

Lawyer Abraham A. Joseph, who had been accused of taking $500 from his former client, Mrs. Sarah Goldenson, on pretence of bribing the Judge who should try her two cases in the City Court, presented affidavits to Justice Andrews of the Supreme Court yesterday in opposition to her motion to compel him to refund this money. He says that $500 was simply a retainer for the services of his brother, Herman Joseph.

The retainer of Herman Joseph bears date March 15 last. Mrs. Goldenson's husband says it was not signed until weeks after the trial. Abraham Joseph says it was signed on the morning of the trial, and is correctly dated. Abraham makes affidavit that he never said a word to Mrs. Goldenson about wanting to pay money to any Judge. It was she who suggested that Herman Joseph should be engaged. She saw Herman about it.

Herman Joseph makes affidavit that he was counsel for creditors of Abraham Richman in proceedings to recover property which the creditors alleged had been fraudulently concealed to defraud them, and that part of the indebtedness had been collected from Abraham's brother Jacob, who is Mrs. Goldenson's son-in-law, and is one of the accusers of Abraham Joseph. Herman says he believes the accusation is brought by Jacob Richman for revenge. He added that Mrs. Goldenson saw him and agreed to pay him a $500 retainer. She denies that she saw him at all.

Sol De Young, employed in the office of Herman Joseph, makes affidavit that he was told to pay no attention to the cases of Mrs. Goldenson until the retainer had been received at the office. He says it was received the morning of the trial. Joseph I. Delaney, another clerk, makes affidavit to the visit of Mrs. Goldenson to the office of Herman Joseph to arrange about the retainer.

AUTOMATIC HANGING MACHINE.

Medical Men Declare It Humane—Why Its Victim is not a Suicide.

HARTFORD, Conn., July 9.—At the meeting of the State Board of Charities, held July 2, a resolution was adopted, unanimously, denouncing the automatic hanging machine upon which Jack Cronin is to hanged Aug. 24, and requesting State Prison Warden Woodbridge not to use it. To-day Dr. Harmon G. Howe and Dr. W. W. Knight, medical examiners, inspected the machine and approved of it in every respect as humane and merciful, and positive in its action. Warden Woodbridge and the State Prison directors have obtained legal opinion that hanging by the machine complies with the law.

The opposition of the State Board of Charities is based on the fact that the condemned man's weight will set in motion the machinery to hang him. This the Board contends will virtually make him a suicide. Warden Woodbridge and the directors say that the culprit will be forced to take position under the gallows, an involuntary act which nullifies the suicide theory.

A Statue of William the Silent.

The Holland Society of New York, which is composed of descendants or the original settlers of New Netherlands, propose to erect in the Central Park or on the Riverside Drive, a statue of William the Silent, the Dutch Washington. It will be either an equestrian staute, or a lofty column surmounted by a statue in the manner of the Nelson column in Trafalgar square, London.

The trustees have appointed a committee of Judge Van Hoesen, Dr. D. B. St. John Roosa, and George G. De Witt, Esq., to invite competition from artists of designs for either of the forms of statue mentioned, awarding a suitable prize to the one which may be selected.

Commissioners of Appraisal.

Justice Andrews of the Supreme Court has appointed William Macfarland, William B. Ellison, and Matthew Chalmers, commissioners to appraise the lands about to be acquired for the new Fort Washington Park. Justice Andrews also appointed Messrs. T. C. T. Crain, Thomas C. Dunham, and John C. Judge, commissioners in the matter of the new St. Nicholas Park.

The Rev. Dr. Banks Preached in a Chair.

The Rev. Dr. Banks, the pastor of the Hanson Place Methodist Church in Brooklyn, was taken ill in the pulpit on Sunday morning shortly after he began his sermon. He sank back in a chair, and after a few moments of rest he resumed his discourse, remaining seated, however, until he had closed it.

Park Policemen's Lanterns Out.

The night force of the Park police are again walking in darkness. Of the twenty-two lanterns which the men began to use about two months ago all but seven have been broken. The policemen say that a single drop of rain breaks the glass. They would prefer a dark lantern.

PAY UP, MADAM, OR GO TO JAIL.

Mrs. Miller, Redman, or Brink Has Laughed at the Courts Too Long.

Mrs. Caroline D. Miller, called also Mrs. Mettie Redman and Mrs. Brink, who has held possession of the house 6 West Eighty-second street regardless of different legal proceedings to get her out, brought by William B. Baldwin, who was appointed receiver of the premises last December, was fined $392.97 yesterday by Judge Bischoff for contempt of court, and is to be put in jail if she does not pay; that is, of course, if she can be found.

She was charged in the proceedings with going under different names to further the real estate transactions of Henry B. Sire, the man who was sued by Esther Jacobs for breach of promise of marriage.

Mr. Baldwin was appointed receiver in proceedings to foreclose a second mortgage on the premises at 6 West Eighty-second street, which was given by Hattie V. Cohen, in whose name the house stood. When the receiver went to take charge he was told by Mrs. Miller that she had a lease of the premises for a year. The lease was not exhibited. Proceedings were taken against her, and some woman at the house was served with the papers, but no woman appeared in answer to them. After various efforts Mrs. Miller was served with papers on a motion to punish her for contempt for not appearing. She appeared finally with the statement that she had not been served, and that Mrs. Redman must have got the papers.

She consented to appear before Referee Avery D. Andrews, where an inquiry had been ordered. She became restive under examination and finally startled the referee and counsel in the midst of her examination by saying: "I guess I'll go now." And she went. Other contempt proceedings were taken against her but she professed a sort of repentance before Judge Pryor and he absolved her providing she would submit to further examination. Baldwin appealed from the decision of Judge Pryor and the General Term of the court reversed it, holding that if she was a woman she was in contempt for her contumacious conduct and that she could not be purged of the contempt until she had paid the receiver the costs of the reference and for the services of his counsel. The order entered yesterday was based on the opinion of the General Term.

Meanwhile she continued in possession of the house, which the receiver says is worth $150 a month. The receiver made several calls on her to try and collect some rent, but she has not paid him. She would not let him get through the door.

Another motion to punish her for another contempt for refusing to surrender the premises was denied yesterday by Judge Bischoff, because it was not conclusively shown that she is still in possession, and because it did not appear what the amount of the fine should be. The Judge, however, gave the receiver permission to renew the motion on other papers.

Edward P. James, who had appeared as counsel for her in some of the proceedings, made affidavit that he has not seen her for about six weeks and he does not believe she is here. When he last saw her, he says, she told him she was going to Europe to remain until about Aug. 1. Baldwin avers that he is unable to get in by peaceable means, and that she must still be holding the fort.

CITY DIRECTORY FOR 1894.

Its 1,542 Pages Contain 387,411 Names, Indicating a Population of 1,937,055.

The New York public may put aside its old directory, covered with thumb marks, and get a copy of Trow's New York City Directory, vol. 108, for 1894. The Trow Directory Company has used every means to make the volume trustworthy and useful as to names and whereabouts of individuals, firms, corporations, and institutions within New York city. The directory is securely bound in dark yellow covers and printed in plain type on stout paper. In the preface the publishers say:

"We are not endeavoring to make the directory the largest, but the most useful; and yet the present volume contains 387,411 names. This, on a basis of 5 to 1, which we deem a fair ratio, would show that this city contains 1,937,055 inhabitants, and these reside or do business within 315 square miles, while the names represented in the Chicago Directory spread over 185 square miles, Philadelphia 129 square miles, and St. Louis 62¾ square miles. One hundred and eighty-five square miles in this vicinity, with Central Park as a central point, would show a population of 4,000,000."

In addition to the 1,542 pages of names the directory contains a map of the city, an index to advertisers, a purchasers' guide, and the customary city register.

DISPOSITION OF STREET REFUSE.

Commissioner Andrews Discusses the Problem With the Board of Estimate.

Street Cleaning Commissioner Andrews appeared before the Board of Estimate yesterday to explain the contract he has prepared for the final disposition of street sweepings. The form of contract has been submitted and has been referred to President Darker of the Tax Department and Comptroller Fitch for report.

Mr. Andrews said that several persons informed him that they would take away the street sweepings in their own boats provided the department collected them and dumped them in the scows. They did not, however, want the sand and other stuff that could not be used for fertilizing purposes, and they desired the department to separate them and take away the sand at the expense of the city. The Commissioner said that the saving that would be effected by the operation of the proposed contract would be in the cost of towing and finding dumps, and would amount to more than $50,000 a year. The matter was laid over until the report on the form of contract is submitted to the Board.

In answer to questions Mr. Andrews said he was considering the proposition to erect crematories in different parts of the city.

NEGROES PUT IN WHITE MEN'S PLACES.

Norfolk's Prohibition Administration Catering to the Colored Vote.

NORFOLK, Va., July 9.—The recently elected Prohibition Administration, which took charge of the city's affairs on July 1, is in hot water. Almost its first act was the appointment of a negro as keeper of the City Hall, throwing out J. B. Church, white. To-day the entire street-sweeping force was thrown out and their places given to negroes.

The employees who were ousted procured a band and paraded the street, carrying a large banner which read, "We are the men of the street force that were discharged and our places given to negroes." They have the sympathy of the whites, and trouble is feared when the negroes attempt to do the discharged men's work.

The *Virginian* last week attacked C. E. Verdier, a Prohibition Police Commissioner, for putting his horses in a local race while the Mayor, who is also a Police Commissioner, was at his desk waiting for a quorum, and the *News and Courier* this afternoon fired hot shot into the ranks of the Present Administration on account of to-day's appointment of negroes.

BROOKLYN'S TESTIMONIAL SCANDAL.

Mayor Schieren Indignant and the Grand Jury Will Investigate.

The attention of the Grand Jury in Brooklyn was directed yesterday by District Attorney Ridgway to the recent attempt to raise a $3,000 fund in the Fire Department to pay for testimonials to Senator Owens and Assemblyman Schultz in recognition of their work at Albany in securing the passage of the Firemen's Pension bill, and it was decided to investigate the matter next Monday. Mayor Schieren said yesterday:

"The collection of money in this way does not meet with my approval. I am both surprised and indignant that the firemen should have been assessed in this manner, and I will see Commissioner Wurster about it."

SEEKING A HOME FOR A BABY.

Mrs. E. B. Grannis's Experience with Institutions for Children.

Mrs. E. B. Grannis, President of the National Christian League for the Promotion of Social Purity, accompanied Nellie Carr and the latter's 2½-year-old-son John to the Jefferson Market Police Court yesterday. She asked to have the child committed to an institution until his parents were able to support him. The boy's father is now out of work.

Mrs. Grannis said she had applied to almost every institution for children in this city, and that every one refused to take the baby because he was either too old or too young. Justice Voorhis turned the child over to the Gerry society.

Cardinal Gibbons at Cape May.

CAPE MAY, July 9.—Cardinal Gibbons, accompanied by his private secretary, arrived here from Baltimore at 6 o'clock this evening. After a drive along the ocean boulevard they went to the cottage of Mr. Cockroft Thomas of Philadelphia, whose guest they will be for a fortnight or more.

SAVED BY THE BEAR.

The Captain and Most of the Crew of the Wrecked Bark James Allen.

WASHINGTON, July 9.—Capt. Healy of the revenue cutter Bear, on her way to Point Barrow, Alaska, reports to the Treasury Department that on May 30, when near Cape St. Elias, Alaska, he came up with the American schooner Jayhawker, leaking badly. She had a crew of two men, and had been drifting for six days without provisions. Capt. Healy supplied their wants, and the schooner, after being temporarily repaired, started for English Bay, a few miles distant, to be beached and the leak repaired.

The Bear also rendered timely