OUR NEW NAVY OF TO-DAY.

SECRETARY HERBERT'S REPORT—THE SHIPS AND THE PERSONNEL.

Three Battle Ships and Twelve Torpedo Boats Called For—What Foreign Nations Are Doing—Kearsarge and Constitution—Too Much Woodwork—Guns and Armor—More Men Wanted—Labor in the Navy Yards—What It All Costs.

WASHINGTON, Nov. 27.—The concluding sentence of Secretary Herbert's annual report is in some respects the most noteworthy. It recommends that Congress be asked to authorize the construction of three battle ships of about ten thousand tons displacement each, the cost, exclusive of armament, not exceeding $4,000,000 each, and twelve torpedo boats, at the Secretary's discretion, of from one hundred to three hundred tons each, at an average cost of not over $170,000. Whether this recommendation is approved or not, it certainly comes up to the full measure of the current construction needs of the navy.

The report covers a wide variety of topics, and contains a very useful table of the existing ships, with the records of their measurements, displacements, and batteries, revised since last year. The Iowa will be completed, it is expected, during the latter part of 1896; the Indiana, Massachusetts, and Oregon, during the coming year; the Maine, before July 1 next, and the Texas, a few months later; the Brooklyn, early in 1896; the Puritan, Monadnock, Terror, and Amphitrite, all before July 1; the Katahdin, during the latter part of 1895. The three new gunboats, Nos. 7, 8, and 9, are said to have been contracted for at a price per ton which seems "fully as low as is paid for similar work in France and England." The advertisements for the three new gunboats of the Ericsson type, to make 24½ knots, will be duly issued, but have been delayed somewhat through the postponements of the Ericsson's trial.

No speed premiums are to be paid for these three torpedo boats, and only small ones are offered for the three new gunboats. The Secretary says that the system of premiums undoubtedly had its advantages when adopted, but reflection has convinced the department that the time has come when, with the experience that has been gained, it may with profit be abandoned. It is shown that England possesses 175 torpedo boats and 64 building; France, 214 and 41 building, besides four submarine boats; Russia, 163, with 14 building. In short, of seventeen countries enumerated, none has fewer than twenty-two, while the United States, with more seacoast and ports than any, has only six such boats, including the three about to be built.

The loss of the Kearsarge is dwelt upon, and it is declared to be "peculiarly unfortunate that this old ship, historic in battle, should go down upon a well-known reef, in a time of profound peace, when there was not even a cloud in the sky." The prompt punishment of the officers responsible does not repair the injury, and the Secretary recommends that a new battle ship should perpetuate the name Kearsarge, under a special exception to the rule of naming battle ships for the States. It is also recommended that the old Constitution should be repaired and made capable of indefinite preservation, and kept as an object of interest at the Washington Navy Yard.

The alterations made in the Detroit and Machias classes of vessels, in the latter by adding fourteen feet to the length, with extra ballast, have put their stability beyond question. The stability of other vessels was examined with satisfactory results, especially in the case of the battle ships. It has been found that there is too much needless woodwork in our new vessels, making them more costly and more difficult to inspect and repair, and more liable to take fire in battle and to cause the flying of splinters. The woodwork was originally put into the new steel ships largely to prevent moisture, and thus benefit the health of officers and men; but several years ago it was found that moisture could be checked sufficiently by cork paint, and much less wood casing has since been used. Secretary Herbert, however, is going still further in leaving out woodwork, guided by replies to letters which he addressed to many commanding officers and surgeons of our ships in different climates. In addition, the setting afire of ships by exploding shells in the battle of the Yalu confirms his view.

Another effort of the Secretary has been to avoid the great expenses caused by changes in plan during the construction of ships. For this purpose the designs are to be made very carefully and deliberately, while the avoidance of needless woodwork will also aid. Some changes must be expected, and indeed may be desirable, from improvements suggested. Our bureau system, however, enhances the difficulties, as four distinct bureaus are concerned with construction, and there are some conflicts of authority. Secretary Chandler, Secretary Whitney, and Secretary Tracy all studied the question of harmony, and the two latter effected improvements in the system of purchases and accounts, and also in putting all matters relating to the personnel under one bureau. Secretary Herbert explains that his own order of Oct. 2, 1894, has a further addition to these efforts at harmony and unity by placing on the Bureau of Construction and Repair the responsibility for the design, structural strength, and stability of all vessels built for the navy.

The ordnance work of the year has been satisfactory, and the plant at the Washington factory remains unsurpassed in the world. Congress is advised to authorize the supply of reserve ordnance both for the navy and for merchant vessels which may be used as transports or cruisers. The Paris and New York, which, when acquired, were receiving pay from Great Britain for holding themselves in readiness as cruisers, and had guns ready for them, have since been receiving subsidies instead from our Government, and yet we "have not a gun to put upon them." A reserve of ordnance and ordnance stores is also necessary for the merchant marine on the lakes, since Great Britain could furnish such supplies to her merchant vessels there in case of war. The Secretary adds that the latest and one of the most important lessons in naval construction now being taught by China and Japan. A nation, the most populous in the world, able to put millions of fighting men into the field, is now, after suffering many disasters, scouring Europe and America for munitions of war. It relied upon numbers. Now it is buying modern steel guns and discarded ammunition, whatever it can get, to aid in repelling the assaults of a people vastly inferior to it in numbers.

Secondary batteries and gun mounts have received careful attention. In the smaller mounts, on one contract, the rejections were "about 40 per cent. of the castings delivered." But the competition is keen, and the number of firms able to supply good castings has increased from one in 1887 to seven now. Endeavors to secure the acceptance of rejected castings by marking them differently caused a prosecution for attempted fraud. The California Powder Company has been supplying a good brown powder for 5-inch guns, and smokeless powder is made at the Newport station, which is less equal to that of foreign countries, but the foreign powder itself is not satisfactory to our navy. Nearly all the projectiles required have been made, and reserve supplies are recommended. The Johnson steel projectile has proved so good as to lead to hopes of a material decrease in the cost of projectiles. The firing of gun cotton as the bursting charge of heavy shells has been continued. On this point and on the new .236 rifle the Secretary expresses himself as follows:

"Practical experiments have been carried on during the past year with an 80-pound 6-inch shell, containing eleven pounds of wet gun cotton with a dry gun-cotton primer and a fulminate detonator. The velocity attained was about 1,450 feet per second, which, at the maximum elevation usually attainable from ships' sponsons or turrets, would give a range of not less than three miles. The results obtained were so favorable as to lead to continuing the experiments with a 10-inch shell, containing about seventy pounds of gun cotton, and fired with a charge giving an initial velocity of about 1,700 foot seconds, sufficient, at the maximum elevation attainable from closed turrets, to give a range of over four miles.

"In the experimental firings with the new rifle, muzzle velocities of about 2,000 foot seconds were attained; but a charge of thirty-six grains was finally fixed upon in order to keep the chamber pressure well within a safe limit, and also to increase the lifetime of the rifle barrels. This charge gives a muzzle velocity of 1,970 foot seconds. With this velocity the point-blank range is about 700 yards, and the effective range fully 4,000 yards. At short range the penetration is about five feet of pine wood. The enormous increase of effectiveness over the old-fashioned rifle is apparent from these figures."

Experiments conducted at Newport showed that the shock of the torpedo of a submarine boat near by will not harm the crew so long as it does not rupture the hull of the boat itself; but they also proved that full allowance must be made to avoid such rupture by having the explosion far enough away. However, the design for the Holland boat has been reported upon favorably by a Board, and is now under the consideration of the Secretary. The Whitehead and Howell automobile torpedoes are coming forward, and fifty additional of the former, improved in type, have been ordered and a part of them delivered, while the order for the Howell torpedoes has been increased from thirty to fifty. The matter of turning the Vesuvius into a torpedo cruiser is still under consideration.

The two great armor plants are now turning out armor so fast that their contracts will probably be completed during the coming spring. It seems advisable to give orders continuing their work while their skilled operatives are still assembled, since more battle ships are needed. "Our armor," says the Secretary, "became very early in the process of its manufacture far and away the best in the world." European nations are now adopting our methods of manufacture.

It is proposed hereafter to put enough vessels on each of the six stations for its ordinary uses, thus allowing frequent fleet and squadron evolutions. The North Atlantic or home squadron will have enough vessels for practical exercises connected with the Naval War College, and vessels fitting out on the Atlantic coast will generally be attached to it for six months to aid instruction, thus making it the feeder for the other squadrons. The action of Admiral Benham at Rio de Janeiro is spoken of as vigorous and of wholesome influence.

The policy of naval construction abroad is reviewed, and a list of vessels furnished, showing, it is said, a tendency to adhere to large ships, and to build in general "a number of torpedo boats equal to the total number of all other vessels authorized," and to have "two cruisers to each battle ship as a generally recognized policy." The torpedo vessels, a class differing from the torpedo boats, range from 500 to 925 ton, and altogether sixteen are now under construction.

The reorganization of the personnel through the labors of the Joint Commission is again recommended, and also an increase of the enlisted strength by 2,000, making 11,000 in all. This latter increase should be authorized in such a way that it can be made whenever needed. Under such an arrangement it would be possible to have a considerable part of the new vessels kept in good condition by caretakers. On this point the Secretary makes the following suggestions:

Battle ships and coast defence vessels, as well as other ships, should be kept as nearly as may be always ready for service. Armored ships, however, and some of the larger cruisers, like the Minneapolis and the Columbia, it would not be desirable to keep cruising in our own waters for not less than one year out of three. When not cruising they might be laid up in docks, under caretakers who would maintain them in condition. Experience is demonstrating that long cruises by our largest vessels are expensive, and there is no question but that smaller vessels better subserve all the purposes of cruising in foreign waters for the protection of American interests in time of peace. Economy is not to be lost sight of by those who would befriend the navy.

The services of the marines and sailors in California during the labor disturbances are commended, and those of the Behring Sea patrol fleet are described in detail. The total number of miles covered by the latter was 131,280. Forty-five vessels were boarded, while the seal herd was moving toward the passes, and thirty afterward in Behring Sea. With the exception of those that crossed to Siberia, all sealers seem to have been boarded, and also all that cleared from the United States and British Columbia with licenses for sealing in Behring Sea except the Labrador.

As to the Naval War College, the Secretary acknowledges that a visit paid to it in the summer of 1893 changed his views as to its character and utility. Instead of being merely a post-graduate course, to be located at Annapolis, it has a sphere of its own in the study of strategy and tactics, which can only be taken up with advantage by officers of more or less experience. He was therefore impressed with the importance of at once establishing the institution upon a firm and substantial basis. Under the able supervision of Capt. H. C. Taylor, the results secured this year, says the Secretary, have been very satisfactory, clearly demonstrating the wisdom of the department's action. The lectures, the war problems, the tactical plans for the defence of the principal points on the coast, the war charts and the war games were all of much value, and the officers who attended cooperated heartily with Capt. Taylor. Hereafter the North Atlantic squadron is to aid the college with practical exercises when possible.

As to the naval observatory, Secretary Herbert has placed the purely astronomical work under the charge of Prof. Harkness, a civilian, while retaining the nautical almanac work under Prof. Newcomb, who holds a naval commission, though of course with his reputation based on his scientific work, while the purely nautical work and the observatory in general remain under the control of a naval officer. The Secretary says that, "if the observatory as a whole were to be placed under the control of a civilian, the navy would have to provide other buildings and other plant for its purely nautical work now carried on there, and past experience shows that civilian institutions established under the Government are apt to grow without limit." He considers his present action as a good substitute for the bill in Congress on the subject.

Interest in the naval militia still continues unabated. Massachusetts now has 448 officers and men; Rhode Island, 113; Connecticut, 65; New York, 442; Pennsylvania, 217; Maryland, 125; Norfolk, 203; South Carolina, 168; Illinois, 320; Michigan, 73; the total is 2,549. Under the authority of an act of Congress the New Hampshire has been loaned as a naval militia practice vessel to New York, the St. Louis to Pennsylvania, the Wyandotte to Maryland, the Yantic to North Carolina, and the Swatara to California. The naval militia movement has developed much strength on the Great Lakes. The general subject has been under the control of Assistant Secretary McAdoo.

The Secretary thinks that the navy now receives better supplies and at comparatively lower prices than ever before under the Bureau of Supplies and Accounts, and with one general storekeeper at yards and stations. In 1886 there were only $3,000,000 worth of materials on hand amounting to about $16,000,000. Ever since an effort has been made to reduce them, so that on June 30 last the amount was $9,638,583.49. It is stated that "old stores on hand when the present system of supplies and accounts was inaugurated in 1886 are still being utilized, and that there has been used of such stores during the last three years $1,906,987.77. The amount so used during the fiscal year ending July 30, 1894, was $509,014.13. There is still a tendency to hold on to old stores, at least, of the many sources of authority still existent in the department to reassert their lost dominion over supplies and accounts, but it is not believed that any Secretary will ever find it advisable to yield to such demands."

The bill to accept certified checks for covering contracts in lieu of guarantee and bond is again recommended to Congress, and it is also proposed that sea pay should not be changed to shore pay when officers attached to a vessel have temporary duty ashore on Boards and courts martial. The Mayflower, Speedwell, and Catalpa have been sold.

The system of employing workmen at navy yards, through a board of labor, taking them without reference to politics, and in order of their applications, giving preference to veterans and those with former navy yard experience, has been adhered to, and continues to be commended without exception by all naval officers and others whose duties have brought them in contact with it. "It is believed," says the Secretary, "that those taken on these labor boards at the several yards are politically divided, approximately, in the proportion that parties bear to each other in the vicinity of such yards. No instance of favoritism in the employment of labor is believed to have occurred, and, indeed, no well-founded complaint on that score has at any time been made." Some amendments have been made in the rules with a view to providing that commissioned officers shall be held responsible for selections for discharge when laborers are dropped for want of work. The labor at navy yards has so increased in efficiency that some superintending officers "contend, and it would seem with much show of reason, that the Government can now fairly compete with private concerns in the cost of constructing vessels and machinery." As to navy yard plants, Secretary Herbert says that there is a continual struggle to have stations created into navy yards, and that what our navy needs is more ships and guns, instead of more yards. "The multiplication of plants and the scattering of work would be in defiance of all business principles. It would probably be true policy to have one navy yard or repair station upon the Gulf of Mexico, for the convenience of our ships in Southern waters, but beyond this we have no need of additional navy yards or navy yard plants."

Various minor subjects of legislation are referred to Congress. Among them are those relating to statutes of limitation for offences, civilian witnesses at courts martial, examinations for promotion, and the detail of retired naval officers to college instruction.

The Secretary favors the proposed transfer of the work of the Coast and Geodetic Survey partly to the Hydrographic Office of the Navy Department and partly to the Geological Survey under the Interior Department, and gives his reasons therefor. The principal task of the present bureau, he says, has been done, and the transfer proposed would be economical and add to efficiency.

The estimates for the current fiscal year were $27,885,914.02, and the actual appropriations were $25,360,826.72. The estimates for the year beginning July 1, 1895, are $30,052,020.40. Mr. Herbert gives the items needed in detail, and adds that he has endeavored to reduce each to the lowest possible point, and is convinced that no smaller amount will suffice for the actual necessary expenditures of the department. The excess over the present fiscal year is principally due to the fact that, with possibly one exception, all of the new vessels heretofore authorized will be completed and the final payments on them will become due during the coming fiscal year. The sum carried in the present estimates for "Increase of Navy," namely, $13,258,392, will thus all be needed during the coming fiscal year, after which, unless new vessels are appropriated for in the mean time, the only additional sum required will be that necessary to make the final payments for the first-class battle ship Iowa, which it is believed will not exceed $750,000.

Mr. Herbert proceeds to say that with this expenditure of about $750,000 to be carried over beyond the coming year the new navy will be entirely paid for. Thus the expenditures under "Increase of Navy" will decrease at the bound from $13,258,392 to $750,000. He then proceeds with these comments:

Without considering the effect of the cessation of this work on industrial conditions, and disclaiming all obligation of the Government to engage in public works for the sole purpose of giving employment to any class, however deserving, I respectfully urge that from the standpoint of national defence it will be unwise to stop entirely the work of naval upbuilding. That wisdom and experience demand that the present well-organized, highly trained, and exceedingly efficient body of mechanics and skilled laborers engaged in the work of naval shipbuilding shall not, at least, be entirely disbanded. With the stoppage of this work many large plants now at work for the navy will have to shut down either completely or in part, and their corps of skilled workmen employed in the various phases of naval construction and development be discharged and scattered, while the plant and machinery for the production of vessels of war must of necessity become idle and be allowed to deteriorate.

A quotation from his last report on the subject of the relative values of battle ships, cruisers, and torpedo craft follows, this leads to his recommendation of three new battle ships and twelve torpedo boats already mentioned.

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for your accident insurance, but you can't get better anywhere, at any price.

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520, 522, AND 394 BROADWAY, NEW YORK.

CHARLES B. PEET, Presidents. WM. BRO. SMITH, Secretary.

THE TENEMENT PROBLEM.

Dr. Rainsford Would Have Dissolute Women Disticted, but Not Licensed.

The Tenement House Commission resumed its hearings yesterday afternoon in the old Criminal Court building. The attendance was very small.

Felix Adler was the first witness. He suggested that before rapid transit should bring about a close settlement of districts now sparsely inhabited the city should purchase land there, and contractors who erected houses should be prohibited from deriving more than a certain per cent. from the amount of money invested. Increase in valuation of the property should not be permitted to raise the rental. The buildings erected need not be tenements. They would be exclusively for the habitation of wage earners. Dr. Adler said he was not prepared to define the appellation "wage earner," but thought the definition could be easily determined at the proper time.

Havrard Cutting, the President of the Improved Buildings Association, described some improved buildings erected by the association up town on the east side which have proved a profitable investment.

James B. Reynolds of 26 Delancey street, lately connected with the University Settlement, said that during the past year he had observed a large increase in the occupancy of apartments in tenement houses by dissolute women. He suggested that these women should be restricted by law to licensed houses or else to other houses than tenements.

The Rev. Dr. Rainsford, rector of St. George's Church, said that the best way to ameliorate the condition of the unskilled laborer was to bring it about that he should not have to pay an undue proportion of his wages for rent.

"The present moral conditions of life in tenement houses," he continued, "are not helped by keeping the saloons closed on Sunday. The inhabitants of those houses want their beer, and should have it without being made to feel that they are violating the law." Houses of prostitution, he thought, should be districted, but not licensed. His opinion was that it would then be harder for men to be bad and easier for women to be good.

T. F. Murray, an inspector of the Commission, reported that the house at 83 Charlton street was unfit for human habitation. Peter E. Finnegan, the owner of the premises, was called to the stand. He denied the truth of the inspector's report, but also admitted that he had not been in the house for several months. He said the building was in good sanitary condition when he got control of it, but he had had necessary repairs made. The witness was told to appear before the Commission at its next session with the bills for these repairs.

Catherine Roe, who lives at 504 West Sixteenth street, testified that the hallways of that house were never lighted. One night, three months ago, her husband fell down stairs and was killed. She was positive that the accident was due to the dark halls. She says she will bring a civil suit against the landlord.

The Commission will hold its next session on the afternoon of Dec. 7.

RAILWAY ADVERTISERS QUARREL.

Great's Former Associate Wineburgh Sues Kissam for Libel.

George Kissam of the firm of Carlton & Kissam, street railway advertising agents, with offices on the ninth floor of the Postal Telegraph building, was arrested yesterday morning in his office by Deputy Sheriff Walgering, on an order made by Judge Bookstaver, in a suit for $75,000 damages for libel brought against Kissam by Michael Wineburgh, railway advertising agent, of 32 Park row. Kissam was released on $7,500 bail, which was furnished by Brent Good of 57 Murray street. The suit was instituted upon the contents of a letter dated Dec. 6, 1893, from Carlton & Kissam to Samuel Little, President of the West End Street Railway Company of Boston. The letter has the firm signature, but, it is alleged, is in the handwriting of Kissam. Bids for the advertising in the company's cars had been solicited and Wineburgh bid $47,000 a year. The letter began by stating that the undersigned had heard that Wineburgh had secured the advertising and continued:

If this is indeed true we regret to learn it, as you will find by experience that you have got a Tartar.

This man Wineburgh, is one of the most unprincipled rascals in existence, he is also the biggest liar.

The methods he has adopted to secure the business are notice and treachery, and every person who comes in contact with him in a business way had had to buy him off or have his throat cut. He has few reputable gentlemen associated with him, but they have only been there a short time. The last party with whom he was in business got rid of him very quickly, that was a Mr. Great of this city.

Then follows a bid of $51,000 a year for five years for the advertising in the Boston cars. In his complaint Wineburgh says he was, by reason of this letter, compelled to give Mr. Little a bond of $50,000 from the American Surety Company of this city. When ex-Mayor Great was asked for his side in regard to his relations with Wineburgh, he said:

"I have nothing further to say than that at one time Mr. Wineburgh was jointly interested with me in a street railway advertising matter, and that I bought him out."

SUES THE CITY OF NEWPORT.

Cottagers Say a Railroad Franchise Has Damaged Their Property.

NEWPORT, Nov. 27.—The city of Newport was to-day made defendant in a suit brought against it by Noah Redford, a property owner on Bath Road, who claims that the street railroad on that thoroughfare has caused a depreciation of the value of his property, which consists of a cottage and a hotel. Mr. Redford is leading several owners of real estate on Bath Road, and the city will soon be involved in a half dozen other lawsuits.

The road received a franchise from the city, which is therefore charged as responsible. Redford was associated a few years ago with Cornelius Vanderbilt and several other millionaire cottagers, who asked the city to order the Bath Road rails taken up on the ground that the city was being greatly damaged by the cars. Summer residents are much interested in this test case. It is said they are behind Redford.

Sale of the Stebbins Estate.

The country place of the late President Stebbins of the New York Stock Exchange, on high ground at New Brighton, S. I., has been cut up into 100 building lots, which are to be sold at public auction on Dec. 1. The sale will be at the large mansion on the grounds, and will begin early in the afternoon. Twelve modern Queen Anne cottages have been built on choice lots, to give character to the residence quarter, and they will be sold with the lots. Bryan L. Kennelly, the auctioneer at 66 Liberty street, who is to conduct the sale, has prepared maps of the estate, showing that the lots which are to be sold are within a few minutes' walk of the railway station, and near one of the principal business streets of New Brighton. Purchasers of lots at the sale will have the advantage of getting title to property guaranteed free of cost.

Mrs. Page's Story of Poisoning Discredited.

George W. Page of 542 East Ninety-third street and his wife Margaret were arrested on Nov. 11 charged with disorderly conduct. In the Eighty-eighth street police station Mrs. Page said that her husband had administered morphine to one Henry Williams, who boarded with them at 224 Chrystie street. Williams died on Oct. 26 and was buried in Calvary Cemetery. On the statement of his wife, Page was held to await the action of the Grand Jury on a charge of homicide. Williams's body was exhumed and Deputy Coroner Donlin found no trace of morphine. He testified to this effect before the Grand Jury yesterday. Mrs. Page also withdrew her charge against her husband. Then the Grand Jury dismissed the complaint.

FLINT'S FINE FURNITURE. Well made, Durable, and Stylish Furniture is the only kind to be found at Geo. C. Flint Co.'s, 43 West 23d St.

KILLED BY A CABLE CAR.

A LAD MUTILATED BEYOND RECOGNITION IN BROADWAY.

Four Different Versions of the Manner in Which He Was Killed—The Gripman Apparently Not to Blame for the Accident.

A boy was killed and mutilated beyond recognition by a Broadway cable car yesterday morning, between Spring and Prince streets. The car, which was No. 46, was going south in charge of Gripman Charles Lefevre of 207 East Eighty-eighth street.

The stories of those who witnessed the accident vary. One story is that the boy had been riding at the end of a truck going down town. The truck was on the track, and in turning out to make room for the car, did so with a jerk which threw the boy off directly in front of the car, so close to it that the gripman was unable to stop in time. Another version of the accident is that the boy was riding up town on a truck and was put off by the driver. He started to run across the street without looking to see if a car was coming, and was struck before he could get out of the way. A third story is that the boy, while trying to steal a ride on an up-town car, was put off in front of the car coming in the opposite direction. A fourth story is that the boy had been playing tag in the street for some time with another boy, and that he was being chased at the time he was killed.

At any rate, whatever he had been doing before he got in front of the car, Gripman Lefevre says he didn't see him until the car was almost on top of him. The brakes were put on hard, the gripman says, but it was too late. The boy was thrown down under the platform, with his head on the track. The heavy fender and the front wheel passed over it and crushed it out of shape. The car having stopped, the body was lifted up and carried to the sidewalk, and Policeman Sick of the Broadway squad sent in an ambulance call and had the body taken to the Tenth precinct station, where it remained until removed to the Morgue by Deputy Coroner Donlin's order.

The body was identified at the Morgue last night as that of Moses Holstein, aged 14, who lived with his parents at 716 East Sixth street. The identification was made by the boy's brother, Joseph. He said that the cable car victim worked for a haberdasher named Levinger in Beaver street.

Lefevre, the gripman, was arrested by Policeman Dick and taken to Jefferson Market Court. The case was continued until Monday in order that witnesses may be produced. When paroled, Lefevre and one of the company's inspectors, who was with him, walked out of the court laughing at nothing had happened. The inspector said that testimony would be produced which would exonerate the man completely.

BROOKLYN'S WATER SCANDAL.

By Decision of the Court of Appeals the City Need Pay Only $570,000.

The prolonged litigation growing out of the proposed purchase of the franchise and plant of the Long Island Water Supply Company, which was started by William J. Gaynor in Brooklyn during Mayor Chapin's second term, may now be regarded as ended. Yesterday the Court of Appeals handed down a decision sustaining the award of $570,000 which the Commission determined was the price the city should pay for the property.

Justice Pratt had set the award aside as inadequate, but the General Term had sustained it. The company then took the case to the Court of Appeals. Although W. C. De Witt, counsel for the company, says that he and Gen. Tracy intend to carry the case to the United States Supreme Court, the city authorities do not think that this will be done.

Should the company now refuse to hand over the property to the city at the price stated, condemnation proceedings will be begun. The company has been supplying the old East New York district, now the Twenty-sixth ward of Brooklyn, with water for several years, and it claimed an exclusive right to do so. Mayor Chapin started the negotiations for the purchase of the property, and finally an agreement was reached by which $1,250,000 was to be given for it. It was this which started the famous water scandal and brought William J. Gaynor conspicuously to the front as a reformer in Brooklyn. The proposed purchase of the property was stopped by manifold proceedings instituted by William Ziegler and conducted by Mr. Gaynor as a lawyer. Finally the matter was referred to a commission composed of Edward M. Shepard, Hiram W. Hunt, Edward Rowe, E. W. Bliss, and Charles A. Emerson, and by a vote of 3 to 2 the price was fixed at $570,000. At each stage of the litigation the city has been successful. The Court of Appeals dissents from the contention of the company that it had the exclusive right to furnish water in the territory involved. The company had asked that an basis for a higher valuation. The decision also says:

"The appellant further urges that by force of the provisions of the Annexation act of 1886 its exclusive right to furnish water was affirmed and established. We think the effect of the act was not assent. That act was not intended to, and did not, operate upon the charter of the appellant."

When Justice Gaynor heard of the decisions in this and the McKane case he remarked:

"I have spent life's best years falling into a rut, but I feel reluctant to recall the wear and tear and the anxiety suffered in these two movements."

The Hon. Whitelaw Reid in Morocco.

Mr. Whitelaw Reid, who sailed for the Mediterranean at the beginning of the month, is at present in Morocco. At Tangier, the American Consul-General presented him to the young Sultan's Minister of Foreign Affairs, who invited himself being at Fez, and also to the Moorish Governor of the province. Mr. Reid was received with some show of soldiers and with great tea drinking, &c. The next day both these officials called upon him by appointment. Mr. Reid has already been benefited by his short stay in the Mediterranean, and is gaining in health and strength.

Six New Postal Sub-stations.

Six new sub-stations of the Post Office will be established on Dec. 1 for the receipt of mail, for the sale of mail supplies, and for the transaction of money order and registry business. The stations will be situated as follows: No. 25 at 945 First avenue, corner Fifty-second street; No. 26 at 50 East 110th street, corner Madison avenue; No. 27 at the corner of Courtlandt avenue and 158th street; No. 28 at 295 Amsterdam avenue, corner Seventy-fourth street; No. 29 at 226 Willis avenue, corner 138th street; No. 30 at 320 West 145th street, corner Bradhurst avenue.

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The Goods we sell we manufacture, and our looms turn out every grade, from Ingrains to Axminsters. In buying from us you save all intermediate profits.

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East Side.

LEXINGTON AV., 655, corner 55th st.—Large and medium rooms, connecting; well furnished; every convenience; excellent board.

10TH ST., 34 EAST.—Pleasant double and single rooms; all conveniences; excellent board; terms moderate.

13TH ST., 102 EAST.—Large well-furnished room, with or without board; good accommodations; private family. Second bell.

57TH ST., 400 EAST.—Large and small rooms, well furnished; every convenience; board optional; strictly Jewish family.

121ST ST., 147 EAST.—Respectable widow will board young ladies or young men; good table and comfortable home; also table board; reasonable terms.

127TH ST., 115 EAST.—To let, with board, pleasant sunny room for two; hall room, $5.

West Side.

5TH AV., 78.—Handsomely furnished rooms, excellent board; single, $8; double, $14 upward; transients; references.

6TH AV., 155.—Large and small rooms for gentlemen.

11TH ST., 112-116 WEST.—Desirable sunny rooms, double or single, with board; excellent location; references.

14TH ST., 214-216 WEST.—Pleasant rooms, large and small; families or gentlemen; table board; references.

14TH ST., 318 WEST.—Large room, with board; terms reasonable; references exchanged.

17TH ST., 25 AND 27 WEST.—Single, double rooms; $4 per week; board optional.

19TH ST., 306 WEST.—Single and double rooms, with good board; gents $6, ladies $4; table board.

21ST ST., 419 WEST.—Comfortable heated room with board; closet, running water; southern exposure.

23D ST., 443 WEST.—Large room, third floor; room, top floor, $10; couple; excellent board.

32D ST., 263 WEST.—Comfortably heated rooms; 22 Bloomingdale surroundings; excellent board; terms very reasonable.

32D ST., 18 WEST.—Elegantly furnished suites, with first-class attendance; also single room; excellent cuisine.

35TH ST., 45 WEST.—Nicely furnished hall and 3 square rooms; gentlemen preferred; good table board; references.

39TH ST., 45 WEST.—Newly furnished large and small rooms; southern exposure; private bath; table board.

Select Board—Brooklyn.

PINEAPPLE ST., 98.—Pleasant rooms, excellent board, 3 minutes from the bridge; terms $4 to $6.

Furnished Rooms & Apartments to Let.

East Side.

BAVARIA, 242-244 EAST 39TH ST.—Handsome rooms, $1.50 to $5; first-class house; transients accommodated.

CLINTON PLACE, 47.—Large and small rooms, nicely furnished; every convenience; private house; terms reasonable.

LEXINGTON AV., 143, near 29th st.—Large, desirable rooms; heated; comfortably furnished; every convenience; private house; references.

PARK AV., 926 TO 927.—Minnehaha; six rooms and bath, all improvements; beautifully decorated; steam heated throughout; south 57 degrees; rent $30; one month free. Janitor.

2D AV., 338, NEAR 20TH ST.—Very nicely furnished 2 front rooms, bedroom connecting; every convenience; private family.

12TH ST., 5 EAST, near 5th Av.—Desirable furnished rooms, single and double.

18TH ST., 118 EAST.—Elegantly furnished room, square and en suite, or alone, without board; baths, on second and third floors; hot and cold water.

51ST ST., 259 EAST.—Handsomely furnished, large, heated, sunny front room; all conveniences; terms reasonable. GEIGER.

53D ST., 153 EAST.—Parlor floor and basement, 3 and unfurnished rooms; furnished; conveniences; private house; near station.

55TH ST., 324 EAST, near "L" station.—Newly and handsomely furnished rooms; large and small; hot and cold water; every convenience; board optional; private house; references.

56TH ST., 200 EAST, SECOND FLOOR.—Furnished parlor and hall bedroom.

58TH ST., 220 EAST.—Large, sunny room, well furnished; heated; gentlemen, one or two; every convenience; references.

58TH ST., 319 EAST.—Large front parlor, furnished; suit doctor; or dressmaker; also small rooms; board optional.

58TH ST., 141 EAST.—Two large desirable rooms; heated, well furnished, gas, bath, hot and cold water.

59TH ST., 130 EAST.—Large and small rooms; well furnished, heated, gas, bath, &c.

69TH ST., 509 EAST.—Front parlor and adjoining room; very nicely furnished, every convenience; private family; reasonable.

81ST ST., 322 EAST.—Nicely furnished back parlor; suit doctor; all conveniences; two rooms, connecting; board optional.

82D ST., 227 EAST.—Very nicely furnished suite of 2 large rooms, together or separately; conveniences; board optional.

84TH ST., 247 EAST.—NICE LARGE ROOM IN NICE PRIVATE HOUSE; STEAM HEAT; CONVENIENCES; REFERENCES; $2.50.

120TH ST., 131 EAST.—Large front room, with board, for lady or two girls; good home.

128TH ST., 148 EAST.—A large room to let, with board, suitable for man and wife.

132D ST., 10 EAST.—To let, a front parlor and bedroom, furnished, on second floor, without board; suitable for man and wife or two gentlemen. FISCHER.

West Side.

DOMINICK ST., 27.—Large furnished square room, suitable for gentlemen.

FURNISHED.—To let, one or two rooms, furnished or unfurnished; hot and cold water, also bath; heated private house. OWNER, 205 West 124th st.

4TH ST., 68 WEST (Washington square).—Nicely furnished rooms for housekeeping or gentlemen; rent $2.50 up.

12TH ST., 40 WEST.—In quiet, comfortable house; 2 second floor, large heated room; also other rooms; references.

14TH ST., 138 WEST.—Nicely furnished large and small rooms; heated; terms moderate.

36TH ST., 267 WEST.—Handsomely furnished rooms; small, large; sunny; gents or married couple; bath, private.

51ST ST., 23 WEST.—Large sunny front room, suitable for two gentlemen; moderate; board optional.

58TH ST., 324 WEST.—Nicely furnished rooms in private house; gentlemen.

Flats and Apartments To Let.

APARTMENTS in the improved dwelling, 364 East 53d st., of two, three, and four rooms; all light, with bath, laundry, hot and cold water, and halls heated; rent $8.25 and $14.
FOLSOM BROS., 826 Broadway, cor. 12th st.

FLATS AND APARTMENTS, unfurnished and furnished, in all parts of the city.
FOLSOM BROTHERS, 826 Broadway, cor. 12th st.

REDUCED RENTS.

134th st., 502 to 506 East, five large light rooms and bath; $16 to $20; heated. Janitors. Near L station.

VICTORIA, 11th st., near 6th av.—Five rooms and bath; handsomely decorated; all new; low rents; janitor, &c. W. BOWN, 154 6th av.

4 ROOMS AND BATH, $18.

Newly decorated apartments; all improvements. 552 to 558 West 42d st. Janitor or FITZSIMONS & SMITH, 1,477 Broadway.

26TH ST., 120 EAST.—Six elegant, light rooms; all improvements; $22 to $25. Janitor.

55TH ST., 245 EAST.—Landlord's house; floor to let; 5 fine rooms; every convenience; suitable for small family.

62D ST., 318 EAST.—Single flat, decorated, 7 rooms; all improvements; low rents. Apply to janitor.

125TH ST., 248 EAST.—Apartments of three and four rooms; all light rooms; cheap rent.

130TH ST., 301 WEST.—Five light rooms; nicely decorated; all improvements, except bath; low rent.

140TH ST., 350 EAST, near 3d av.—Five rooms, with all improvements; rent, $15. Apply to janitor.

$13.—THREE ROOMS and bathroom; owner supplies hot water; improvements; small families. 334 East 77th st.

Flats and Apartments—New Jersey.

FOUR nice large rooms; new house, some improvements; rent from $12 to $15; good location; 1,203 Washington st., Hoboken. Apply JOHN C. CREVIER, 1,199 Washington st., Hoboken.

Dwelling Houses to Let.

TO BE LEASED.—An elegant brown stone house, N. W. cor. 76th st. and Madison av.
Its location requires no comment. Its decorations and fittings throughout are appropriate to the situation, in that they meet the exacting demands of the modern residence.
For descriptive circular or exceptionally favorable terms, address R. E. DIETZ, 66 Leight st.

DESIRABLE HOUSES furnished and unfurnished, in all parts of the city.
FOLSOM BROTHERS, 826 Broadway, cor. 12th st.

FUR GARMENTS.

Repairing and Reshaping Fur Garments

Into the most fashionable styles at lowest prices. Perfect fit and NEATEST FINISH guaranteed. Large assortment of fine furs on hand.

L. T. MUENCH, Furrier,

632 BROADWAY, NEAR 18TH ST., UP STAIRS.

Proposals.

NOTICE.—Estimates for repairing the pier and dumping board at the foot of West 19th st., North River, under contract No. 487, will be received by the Department of Docks until 11 o'clock A. M. on Wednesday, Nov. 27, 1894. For further particulars see the City Record. Copies for sale at 2 City Hall.

AMERICAN DISTRICT MESSENGER SERVICE ALWAYS ON HAND FOR ADVERTISEMENTS FOR the Sun.

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