# TROLLEYS FAST AND SLOW.

### BROOKLYN WANTS THE ONE WHEN SHE GETS THE OTHER.

**She Objected to Speed, and It Was Stopped; She Now Objects to Logging, but She Has It Yet—Kicks on Every Side.**

The citizens of Brooklyn are once more up in arms against the trolley. This time it is not because the cars go too fast, but because they go too slow, and a petition is preparing requesting the companies to order their motormen to make a little more speed. It is believed that everybody would be satisfied if the cars would only go at the limit of speed permitted by law, eight miles an hour. They do not do this, however, and people are mean enough to say that the companies are running their cars at the painfully slow rate of three and four miles an hour simply out of spite. That the public are at present being put to great inconvenience on account of the slowness of the cars, and that even the old horse cars would be a welcome relief from the present state of affairs, there can be no doubt.

The slow going of the cars is only one of the many complaints the people have to make against the trolley. They have had much to put up with since the Aldermen gave permission to the corporations to weave a wire cobweb over its streets. When the question of trolley lines to replace the horse cars first came up, Brooklynites hailed the suggestion with glee. They wanted all the rapid transit they could get, and the few kickers who developed were speedily squelched by the enthusiastic ones. After three months had passed and the streets had been torn up and traffic, even the horse car traffic, came almost to a standstill on the streets where the trolley was to be put in, the people began to wonder whether they were getting such a good thing after all. It got so that a man, starting from his home for the bridge in the morning, never knew just how long it was going to take him to get there.

But, although the people grumbled, they still wanted the trolley, and the work went on until all the new tracks had been laid, the poles put up, and the wires strung.

"Now," said the enthusiastic ones, "we will have rapid transit."

But they didn't for some time, whereat they were very much surprised. The trolley people had become so wrapped up in the work of building the road that they had forgotten all about the construction of power houses—or, at least, that is what people said; and they certainly had some ground for saying it, because it wasn't until some time after the wires were strung in the streets that the power houses were built. In the interim the horse car bells jingled merrily along the principal thoroughfares, and the original kickers regained enough courage to go around and tell people they "didn't believe there ever would be a trolley system in the city, anyway."

But most of the people remained true to the trolley, and one fine day there was a whirring in Fulton street and a nice, newly painted car came slowly along. Then the people knew that the trolley had come, and there was great joy. Each day saw one or two more cars put on, and although there were twenty horse cars running to each trolley car, the horse cars would go along almost empty, while men, women, and children would jam the trolley cars and actually fight to get on them. And yet the electric cars didn't make any better speed than the horse cars.

Gradually trolley cars were put on the other lines, and it battles of a hundred the railroad people sold their long-suffering horses to other companies to suffer more. The enthusiastic ones were delighted over it all and said: "Well, we had to wait for it, but now we've got it and it's all right."

That's the history of the trolley system in Brooklyn up to the time of the first fatal accident. As the motormen became more experienced they also became more reckless, and Brooklynites began to understand that there were discomforts connected with even so brilliant an improvement as their trolley road. It was lots of fun for the motormen to switch the lever around suddenly when starting the car, and then to watch the people inside grasp wildly in the air in an endeavor to get hold of something to help them maintain their equilibrium. As for the women and children among the passengers, they would be thrown around like dice in a box, and it was always a welcome relief for them when the car reached their destination. Gradually the many little discomforts which trolley cars force on one became known, and the enthusiasts weren't quite sure whether they liked it so much after all.

As the days went by things seemed to get worse and worse. Instead of scaring the life out of people the trolley began to crush it out, and all Brooklyn threw up its hands and called halt. A law was passed to compel the motormen to keep within the speed of eight miles an hour, but little attention was paid to the law. The city was getting rapid transit, and what mattered it if an occasional citizen got hurt so long as people were able to get rapidly to and from the Bridge and ferries?

It certainly was lots of fun travelling on Brooklyn trolley cars for a time, providing, of course, one was possessed of plenty of nerve. It was particularly funny when the car you happened to be on would race for a crossing so as to get over it before the car of the other company could get there. And if your car managed to get past the other by a hair's breadth you couldn't help but feel that the motorman had done a great deed, while a smash-up sort of made you feel sorry for the poor fellow. It was all very fine, but most people didn't like it, and among the most vehement kickers were those who had been most enthusiastic over the trolley in the first place. By and by people began to give the trolley the most awful names. They called it a "Juggernaut." The cartoonists drew pictures of trolley cars going at lightning speed with a grinning death as the motorman, and children under the wheels; while rhymesters ground out doggerel to accompany accident stories in the newspapers.

Finally, there was a mass meeting, and a hundred thousand signatures were affixed to a petition, which eventually found its way to the Board of Aldermen. It protested against the terrific speed of the trolley cars, and then the Aldermen got together and passed resolutions. Then the trolley "magnates," so called, were indicted, and the Aldermen ordered the companies not to exceed a speed of eight miles an hour under penalty of more resolutions, and the Brooklynites got what they had been howling for for months. But even now they are not satisfied. The cars are too slow, they say. They don't want them to crawl along, but would like an eight-mile-an-hour speed as a regular thing.

Certainly the companies are obeying the law as regards speed. The Fulton street cars trail along one after another, and a good sturdy walker can beat one by four or five minutes in a trip from the ferry to the City Hall. It is the same way on the roads controlled by the Atlantic avenue company, but here they have a system of running all their bridge cars together, so that they all pass a given point within a few minutes of one another. To miss one is to miss them all, which means a wait of some ten or fifteen minutes.

Running cars at the present slow rate is, perhaps, economical. The motormen don't like it—that is, the majority of them don't, because the majority are "trippers," and "trippers" are paid by the number of trips they make each day. The motormen on the De Kalb avenue line have presented to Mayor Schieren a petition requesting that he advise the Aldermen to permit the cars to go a little faster, but the probabilities are that the Aldermen will do nothing of the kind.

And so Brooklynites kick and kick. They kick against the slow cars as they did against the fast ones; they kick against the rule which permits motormen to stop only at corners and at designated points in blocks over 300 feet long; they kick at the company, and, in fact, are kicking now against the entire trolley system.

### ALDERMEN AND THE TROLLEY.

**The Question of Speed Before a Committee of the Brooklyn Board.**

The Railroad Committee of the Brooklyn Board of Aldermen met last night to consider the petition of the employees on the De Kalb avenue road for an increase of the speed from six to eight miles an hour on certain lines and also the resolution of Alderman Reeder for a general increase of the speed in the territory lying a half a mile from the City Hall and from the river front.

It was contended that the slow way in which the cars are run at present was driving thousands of Brooklynites to seek homes in New Jersey. The motormen and conductors said that it was impossible for them to earn $2 a day under the present arrangements. Patrick J. Collins and John Giblin of District Assembly 75, K. of L., who were on the Executive Committee which managed the strike, interjected many questions and remarks.

"How long have you been a citizen of Brooklyn?" was their stereotyped question to the men present who took the places of strikers. Frank P. Austin, a motorman, told the committee that the traffic had fallen off one-half on the silk-stocking Gates avenue line since the six-mile ordinance went into effect.

President Lewis of the Heights company said the Board of Aldermen had given them an ordinance, and that they were obeying it to the letter.

Messrs. Collins and Giblin alone spoke in opposition to the proposed increased speed.

**Gov. Morton Goes to Ellerslie.**

ALBANY, May 17.—Gov. Morton left here at 2:35 o'clock this afternoon with his family for their summer home at Ellerslie on the Hudson. The Governor expects to return here on Monday.

### GEN. HARRISON'S BUSY DAY.

**Breakfasts with Senator Proctor and Lunches with the McKees—His Portrait.**

Gen. Harrison spent little of his time yesterday at the Fifth Avenue Hotel, and that little was taken up in receiving callers, most of whom he said were personal friends who came to see him for friendship only, without any deep-laid political scheme to tell him or talk over with him. The General insists upon it that he has put politics behind his back, that is, for this visit at any rate. All he is after are rest, recreation, and a portrait.

Already people are coming to him asking him to make speeches for one thing or another, to all of which requests he returns the invariable answer that he is not here for work, and that he has made up his mind to do no speech-making. Lafayette Post, G. A. R., sent an urgent invitation for him to be present at the meeting last night and deliver an address, but he refused to go. A committee called on him in the afternoon asking him to be present at the laying of the corner-stone of a synagogue next week. They pleaded with him for almost a half hour, but he was inexorable. He also was asked to review a Sunday school parade in Brooklyn, but he refused to do that also.

The first caller yesterday was Senator Proctor of Vermont, who arrived at the Fifth Avenue Hotel on Thursday night. He sent up his card after he had arrived, but Mr. Harrison had retired for the night. Yesterday they took breakfast together, shortly after which Senator Proctor left for his home in Vermont. A little later John Sabine Smith called on Gen. Harrison, and while he was there ex-Gov. Hogg of Texas came in.

Mr. Harrison met Gov. Hogg while on his way to the Pacific coast a couple of years ago. The Governor entertained Mr. Harrison in Texas, and a great friendship was struck up between them. Every year Mr. Hogg sends an invitation to the ex-President to go to Texas and do some hunting, and they never fail to see each other when they happen to be in the same town.

Shortly after 10 o'clock Gen. Harrison left the hotel and went up to Eastman Johnson's studio, on Fifty-fifth street, to make arrangements with the artist about sitting for his portrait. Mr. Johnson has almost decided to make a three-quarter portrait of the ex-President. Mr. Harrison will give him his first sitting to-day, and will go three or four times a week as long as is necessary, each sitting lasting an hour or an hour and a half.

Leaving the studio, Mr. Harrison went to the Hotel Netherland and lunched with the McKees, staying there until quite late in the afternoon. While he was there several persons called to see him, leaving their cards, among them Col. Fred Grant. After he returned to the hotel more people saw him, among them Gen. Horace Porter and ex-Gov. Cornell, all of which visits, Mr. Harrison said, were strictly personal and non-political.

Mr. Harrison left the hotel again shortly before 6 o'clock, going again to the Hotel Netherland, were he dined and spent the evening with the McKees. While there the Hon. Stephen B. Elkins, the new Republican Senator from West Virginia, called at the Fifth Avenue Hotel and sent his card to the ex-President's room.

"Not in," came the answer, in a minute or so; "gone out to dinner."

"I've been as busy as a bee since I returned from my Western trip," said Mr. Elkins, "and this morning I had to give up some of my time to a painter who has been commissioned to paint my picture as Secretary of War in Mr. Harrison's Cabinet. I will run down to West Virginia, return quickly, and be in town for a month or more."

Mr. Harrison returned to the hotel at about half past 9 o'clock and went directly to his room.

### BROOKLYN'S SUNDAY SCHOOL ARMY

**It May Be Reviewed Next Friday by Ex-President Harrison.**

Ex-President Harrison has been invited to review the anniversary parade of the Sunday school children in Brooklyn on Friday and may accept.

Silas M. Giddings, President of the Sunday School Union, and Alfred Tilly, who will be grand marshal of the parade, called yesterday on ex-President Harrison at the Hotel Netherland, and gave him a cordial invitation to review Brooklyn's imposing Sunday school army. As an inducement to the ex-President to come to Brooklyn, he was told that Gov. Morton and Mayors Strong and Schieren were expected.

Mr. Harrison said that it would be hardly right for an ex-statesman to lead a line of live statesmen, but he promised to consult his family and try to be present. He will give a positive answer on Wednesday.

### MAYOR STRONG VETOES IT.

**The Bill Increasing the Powers of the Chief of Police Is Killed.**

ALBANY, May 17.—Mayor Strong to-day returned to the clerk of the Assembly, under date of May 16, his disapproval of Assemblyman Ainsworth's bill increasing the powers of the Chief of Police of New York city and making him responsible for the discipline of the department. The Mayor gives the following reasons for not accepting the bill:

"The present law, formally constituting the Board of Police the head of the Police Department, and holding that Board responsible for the condition and administration of that department, commits to it (sections 260 and 272 of the Consolidation act) the power of disciplining the members of the police force by dismissal, fine, suspension, or reprimand of its delinquents. Among the members of that force and subordinate to the Police Board, is the Chief of Police. This bill so amends the two above cited sections of the Consolidation act as to deprive the responsible head of the Police Department of this salutary power, and delivers it, without reserve, into the hands of its subordinate, the Chief of Police.

"No appeal to the police is provided for, and the Chief of Police's judgment is in every case final. He calls what court he pleases, as many courts as he pleases, may accuse whom he pleases, suppress what accusations he pleases, dismiss whom he pleases, review or totally reject every sentence or dismissal recommended to him by a court of his creation, and if any court displeases him, he may instantly dissolve it and create another court more amenable to his personal wish.

"The bare statement of this enormous lodgment of power is its sufficient condemnation. In the hands of an unfit man it could hardly fail, even with the most jealous scrutiny the law permits, to become sooner or later the tool of his corruption or caprice. Moreover it prevents the fundamental maxim of executive management, that power and responsibility should go hand in hand. In the wielding of the disciplinary instrument which determines the *morale* of the force it gives the subordinate unchecked and unlimited power, and yet practically irresponsible, and the responsible head virtually powerless. Such a reversal of the well-proved rule of administrative efficiency would, in my opinion, inevitably tend to aggravate the evils existing in the police force, and be a serious, perhaps fatal, obstable to needed reforms."

The bill was sent to the Mayor on May 2, and he had fifteen days in which to consider it.

Mr. Lincoln, the Governor's legal adviser, is considering the question as to whether the Governor has a right to sign or veto any bill returned by a Mayor disapproved after the Legislature adjourned.

Some time ago the Senate had a discussion over the powers of a Mayor under the new Constitution. It was quite generally held that the veto of a Mayor of a city bill killed it unless it was repassed, and that in this respect the Mayor was the Governor's equal, so far as legislation is concerned. The lawyers of the Senate also agreed that after adjournment a bill vetoed by a Mayor was necessarily dead, as there would be no Legislature to repass it.

Mr. Edward Lauterbach, Chairman of the Republican County Committee in New York, has carefully read and considered the Constitution, and does not read it in this way. He says that the two sections referring to the matter are evidently intended to treat of separate powers. One provides for the return of a bill by the Mayor to the House where it originated. The other relates to its return to the Governor for his action. Mr. Lauterbach holds that the Governor may approve of a bill in spite of a Mayor's veto, if it comes to him after the Legislature has adjourned.

### KILLED BY MAYOR SCHIEREN.

**He Vetoes the Bill Increasing the Pay of Patrolmen and Bridge Keepers.**

ALBANY, May 17.—Mayor Schieren of Brooklyn to-day returned to the clerk of the Senate his disapproval of Senator Owens's bill providing that all the provisions of law relating to the grades of the Brooklyn policemen and to the advancement of patrolmen from grade to grade shall likewise be deemed applicable to bridge keepers. The bill also increases the annual pay or compensation of members of the police force who are patrolmen or bridge keepers.

In his letter of disapproval the Mayor says that his reason for disapproving the bill is that the limitation imposed by the charter of the city of Brooklyn upon the amount that the Board of Estimate is authorized to provide in the budget for city and county purposes will not this year permit of any increase of the salaries of the police or fire force of the city.

**Assemblyman Vacheron's Indictment.**

ALBANY, May 17.—Assemblyman Eugene F. Vacheron's indictment includes two counts. The first is for asking a bribe, a misdemeanor; the second for accepting a bribe, a felony. District Attorney Burlingame says that no other Assemblymen have been indicted.

Have you seen our suits at $7.75, $9.75, and $11.75? A. Close & Son, 59 Cortlandt st.—Adv.

# THE THIRTY-DAY BILLS.

### IT IS SUPPOSED THAT THERE ARE ABOUT 300 OF THEM.

**Some Are in the Hands of Mayors of Cities and Some Have Not Been Signed by the Lieutenant-Governor—Two Important Bills Awaiting the Governor's Signature that Are Not Likely to Become Laws.**

ALBANY, May 17.—The number of thirty-day bills left on Gov. Morton's hands by the Legislature of 1895 is in the neighborhood of 300. No one can tell yet just what the exact number is on account of the fact that some of them are astray about the State in the hands of Mayors and other common people, to whom the new Constitution gives certain powers in the direction of reviewing legislation. These powers are very great after adjournment, most lawyers holding that a disapproved bill when received from local authorities cannot go to the Governor without being passed anew. Before the adjournment these powers of review did not amount to much. Only a single exception exists to the rule that bills were promptly repassed when they came back here with the disapproval of the local authorities. That was when Speaker Fish undertook to throw a bouquet of legislative endorsement to Mayor Strong in recognition of his approval of the Bi-partisan Police bill against the Parkhurstian protest. He took the floor for the purpose of thus defeating the St. John's Park bill, but it was a very cheap offering on the altar of gratitude to the Mayor. No one of the majority was interested in the bill, as it affected the districts of Senator McMahon and Assemblyman Finn.

Another reason why the exact number of thirty-day bills cannot be given is that some which the Senate passed yesterday have not yet received the signature of the presiding officer of that august body. Lieut.-Gov. Saxton took to the woods yesterday with a number of Senators, and the bills referred to await his return. It is calculated in the Executive chamber that the usual list of thirty-day bills will be ready for the public next Wednesday. Gov. Morton went to Ellerslie this afternoon, and will come back ready for the consideration of this stacked-up legislation. He is not confronted with as many cords of it as usual, the great length of the session having permitted him to saw a great deal of wood before the day of final adjournment. Nearly 700 chapters of new laws have already been signed, and the lawyers will be sorry to hear that the prospects are that the session laws of 1895 will have to be published in two volumes.

Among the measures known to be awaiting the Governor's action is one of which there is no doubt that it will fail to become a law. It is the pet of the Rochester politicians and those in all parts of the State who train with Superintendent Aldridge. It provides for the damming of the Genesee River for water storage purposes in a way that will cost the State over three million dollars, and be mostly for the benefit of the owners of private water rights. It reached the Governor's hands once before, but he refused to sign it, and it went back to be vetoed. No one believes that he has changed his mind on it, or that he will yield to any new pressure.

Another nice bill is interesting in view of Speaker Fish's certificate that no bills for franchises or in furtherance of private interests were passed this session. It also proves that Senator Lexow was not in Albany entirely for his health's sake and for the furtherance of reform measures pure and simple. His bill passed the Senate smoothly under the label of his name, and went through the other House with equal facility, on account of the popularity of Assemblyman Cutler. It looks like a big thing, and if it is not a big thing for its introducer, Lexow, the Governor will probably want to know who it is for. It amends section 70 of the Insurance law by adding subdivision 9, providing for a new kind of insurance, as follows:

"Guaranteeing the validity and security of bonds issued by any State, or by any city, county, town, village, school district, municipality, or any other civil division of any State, or by any private or public corporation."

Section 16 of the Insurance law is also amended so as to provide that any corporations organized under the ninth subdivision of section 70 may invest, by loan or otherwise, "any of such surplus moneys or funds in the bonds which they are authorized to guarantee."

Recalling that the bonds they are authorized to guarantee include those issued by "any private or public corporation," this amendment to section 16 would seem to be in conflict with some of its unchanged foregoing provisions. They are, after providing for the deposits required to be made with the Superintendent of Insurance, as follows:

"The residue of the capital and the surplus money and funds of every domestic insurance corporation, over and above its capital and the deposit that it may be required to make with the Superintendent, may be invested in or loaned on the pledge of any of the securities in which deposits are required to be invested, or in the public stocks or bonds of any one of the United States, or, except as herein provided, in the stocks, bonds or other evidence of indebtedness of any solvent institution incorporated under the laws of the United States or of any State thereof, or in such real estate as it is authorized by this chapter to hold; but no such funds shall be invested or loaned on its own stock or the stock of any other insurance corporation."

Gov. Morton is a banker, with a banker's habits of thought. It may prove difficult to convince him of the advisability of removing from an experimental insurance company the restriction against investing in its own stock or in the stock of any other company.

### COST OF THE LEXOW COMMITTEE.

**The Governor Approves the Bill Appropriating $67,434; Goff's Share, $11,250.**

ALBANY, May 17.—Gov. Morton to-day approved the last act which goes to settle the affairs of the Lexow New York city police investigation. It is chapter 698, and appropriates $67,434.10 to pay the fees of counsel and the stenographer of the special committee of the Senate as follows: To Charles Stewart Smith, treasurer, $17,500 for advances heretofore made upon account of the fees of counsel to said committee; to John W. Goff, $11,250; to William A. Sutherland, $7,500; to William Travers Jerome, $5,625; to Frank Moss, $5,625, and to Henry Grasse, $2,500, as and for their fees as counsel to said committee, and to Lucius A. Waldo, $17,434.10, as and for his charges as stenographer to said committee.

Gov. Morton has also approved:

Chapter 697—Authorizing the State Board of Claims to hear, audit, and determine the claim of John D. McMahon of Rome, who acted as counsel in the matter of the application of the New York City asylum for the insane by the State Commission in Lunacy last year.

Chapter 699—The Assembly Committee on Codes's bill, amending Section 211 of the Code of Civil Procedure, relative to the publication of court reports by the State Reporter.

### HITCH ABOUT REAPPORTIONMENT.

**Aldermen's Committeemen Find Too Much Politics In It for Agreement.**

A Republican member of the Aldermen's Committee on County Affairs, which is engaged in preparing a plan for redistricting the city, said yesterday that the committee hopes to be able to report the result of its work at the meeting of the Board on Tuesday, May 28. It may not be able, for the committee has not yet agreed on the lines of three-quarters of the Assembly districts. There is a good deal of room for dispute in spite of the explicit provisions of the Constitution. Take the Thirteenth Senate district, for instance.

One compact Republican Assembly district can be cut out of this district with two solidly Democratic districts. Another division would make all the districts Democratic. The Republicans would like to carve out the Republican district, but the Democrats oppose the proposition.

Although the Constitution requires the territory in an Assembly district to be compact and contiguous, there will probably be one district under the new division which will be fully four miles long and very narrow. This is the part of Manhattan Island north of 125th street and Manhattan street and west of the ridge which rises west of Eighth avenue.

**Waring Did Not Snub the Assembly.**

Street Cleaning Commissioner Waring wrote to Gov. Morton yesterday to express his surprise that he had been censured by the Assembly "for his disregard of the reasonable request made for information of a public character about his seizures of trucks." The resolution asking for information, which was adopted on May 7, reached him, he said, on May 9, and he replied the same day, but his reply evidently failed to reach the Clerk of the Assembly or was overlooked.

**Pay of Brooklyn Firemen and Policemen.**

Mayor Schieren has disapproved the bill for an increase in the pay of the firemen and policemen in Brooklyn. He says in his communication to the Governor that the financial situation absolutely forbids the city from making such increase, in view of the limit imposed upon the amount which the Board of Estimate can provide in the budget.

**Strong Looking Up New Subway Commissioners.**

Mayor Strong, it was declared last night, is looking around for new Subway Commissioners to succeed Messrs. Kearney, Hess, and Cummings. The Mayor wants to make a place, it is said, for Henry L. Stoddard of the *Mail and Express*, for two years one of the clerks in the Assembly.

### JUSTICE FIELD'S ANNIVERSARY.

**On Monday He Will Celebrate the Close of His 32d Year on the Supreme Court Bench.**

WASHINGTON, May 17.—Justice Field will next Monday celebrate the thirty-second anniversary of his entering upon the duties of a member of the United States Supreme Court. He was appointed to this office on March 10, 1863, by President Lincoln, but did not assume his duties until the 20th of May following. He was at the time of his appointment Chief Justice of the Supreme Court of California, and he desired to finish the business which had been begun in that court before transferring his labors to a new field. The eighty-second anniversary of his father's birth also fell on May 20, which was another reason for selecting that date for beginning his services in the national Supreme Court. Counting from the date of his appointment only three Justices have been longer on the Supreme bench than Mr. Field. These were Chief Justice Marshall, Justice Story, and Justice Wayne. Chief Justice Marshall's term covered thirty-four years, five months and five days; Justice Story's, thirty-three years and nine months, and Justice Wayne's, thirty-two years and five months.

When Justice Field went on the bench Judge Taney was Chief Justice. He has, therefore, served with four different Chief Justices. It is said to be Mr. Field's ambition to extend his term so as to make it the longest on record, and he bids fair to be able to accomplish that result. Notwithstanding that he is now almost 79 years old, he hopes to remain on the bench at least one year longer. Justice Field has already made known his intention of going to the Pacific coast, where his circuit is located, during the coming vacation of the Supreme Court, as has been his annual practice, with comparatively few exceptions, ever since his appointment, notwithstanding the law requires visits to the circuit only once every two years.

### THE HIGH PRICE OF BEEF.

**Dr. Salmon Says the Increase Should Not Have Been Over 1½ Cents a Pound.**

WASHINGTON, May 17.—The policy of the Agricultural Department in the matter of inducing the importation of live cattle from adjoining countries, notably Mexico, under the recent stress of diminished supply and increased prices to consumers, has not been modified materially since its adoption, and the department officials are satisfied with its results. Dr. Salmon, Chief of the Bureau of Animal Industry, said to-day that while he could not state exactly the number of cattle that had come into the United States from Mexico, the fact that they were coming, he belived, exercised an influence upon the markets that tended to benefit the consumer.

"I believe that the price of dressed beef is not so high as it was a month ago," he added, "and am positive that the retail prices are not so high. Within the past week I was able to purchase as good a porterhouse roast as I ever ate for 18 cents a pound, whereas never before within a period of twelve or fifteen years, anywhere, have I paid less than 20 or 25 cents for the same cut."

"How is the price of live cattle at present compared with the quotations at the beginning of the year?"

"It is from ¾ to 1 cent a pound higher, which justifies an increase of 1½ cents a pound in the price of dressed beef, but not a jump of 5 and 10 cents a pound to the butcher and consumer."

Dr. Salmon said the cattle which are now coming in from Mexico go to grazing in the Texas fever belt. Very few of them are intended for slaughter, and those that are so intended are killed at once. All cattle pass a rigid inspection before being admitted.

### FAULTS IN THE KATAHDIN.

**She Failed to Develop the Speed Required by the Contract.**

WASHINGTON, May 17.—The armorclad ram Katahdin, it is said, has failed to reach expectations, and, as a result of the trial run given the vessel by the contractors several days ago, some important changes may be necessary. These may be made after experiments which have already been inaugurated. It is regarded as doubtful, however, if the Government will ever succeed in getting the speed out of the vessel that was required and was promised by the designers. According to contract, the vessel was to show a speed of seventeen knots, with an expenditure of 4,800 horse power.

On Wednesday, during her run, the maximum speed reached was 16.25 knots. This was secured only by the extraordinary exertion of 5,500 horse power, which is beyond the safety limit. The trouble is thought to be due to some fault in the design, as at high speed the ship digs into the water, and, scooping up hundreds of tons, is compelled to carry this dead weight. Unless some device can be provided to get rid of this water, it is feared the ship can hardly be utilized for the purposes for which she was intended.

### INTERNAL REVENUE RECEIPTS.

**The Sum of $73,642 Collected on Account of the Income Tax Up to April 20.**

WASHINGTON, May 17.—During the month of April the Internal Revenue Bureau, from figures compiled by Commissioner Miller, collected $44,506.34 on account of the income tax, and for the past three months, $73,164.18, as follows: From persons, $56,521.54; from corporations, $16,642.50.

The total collections from internal revenue sources for the past ten months of the current fiscal year foot up $120,052,071, an increase over 1894 of $1,511,724. The principal sources of revenue are stated:

Spirits, $89,355,378, an increase of $420,385; tobacco, $24,378,980, an increase of $993,743; fermented liquors, $24,884,124, a decrease of $59,502; oleomargarine, $1,261,938, a decrease of $288,712, and miscellaneous $498,278, an increase of $372,646.

### JACKSON AND THE INCOME TAX.

**The Justice Said to Have Formed an Opinion Before Going to Washington.**

OWENSBORO, Ky., May 17.—The Rev. Dr. C. W. Molloy, a Presbyterian minister of this place, is a brother-in-law of Justice Howell E. Jackson of the United States Supreme Court. Mr. Molloy recently returned from a visit to Justice Jackson at his home near Nashville, and says that Judge Jackson told him that what the country needs and should have is free coinage. Judge Jackson was just then departing for Washington to listen to the income tax argument. The Justice said he had been studying the income tax question for a year, and was prepared to render an opinion as soon as the argument was made. He did not intimate how he would vote, and his brother, Gen. W. H. Jackson, has been trying in vain for two months to discover the views of the Justice.

**The Yankton Reservation to Be Opened for Settlement on May 21.**

WASHINGTON, May 17.—The proclamation of President Cleveland opening to settlement the Yankton Reservation in South Dakota, after citing the act of Congress providing for the cession of the lands to the United States, and describing the boundaries of the lands so ceded, declares "that all of the lands acquired from the Yankton tribe of Sioux, or Dacotah Indians, by the said agreement, saving and excepting the lands reserved in pursuance of the provisions of said agreement, and the act of Congress ratifying the same will, at and after the hour of 12 o'clock noon (Central Standard time) on the 21st day of May, 1895, and not before, be open to settlement under the terms of and subject to all the conditions, limitations, reservations, and restrictions contained in said agreement, the statutes herein before specified and the laws of the United States applicable thereto."

The President also signed a proclamation opening to settlement the reservation of the Siletz Indians in Oregon, but withdrew it for correction.

**An Opinion on the Copyright Act.**

WASHINGTON, May 17.—The Treasury Department has promulgated an opinion by the Department of Justice involving the application of the Copyright act of March 3, 1891, and especially section 7, as to books copyrighted before that act went into effect. The question submitted was: "As to whether section 3 of said act is applicable to books copyrighted prior to the passage of said act; and if so, whether the exception therein of two copies of copyrighted books is limited to what are known as 'authorized editions,' as claimed by Messrs. Harper & Bros." The opinion is summed up as follows:

1. That section 3 of the act of March 3, 1891, applies as well to books which have been copyrighted before as to those which have been copyrighted since the passage of the act.

2. That the exception in the case of persons purchasing for use and not for sale, who import, subject to the duty thereon, not more than two copies of such book at any one time, is not limited in its application to the "authorized editions" of such book.

**Our Fleet on Its Way to Kiel.**

WASHINGTON, May 17.—Admiral Kirkland left Algiers with the San Francisco and Marblehead to-day for Gibraltar, on the way to Southampton, where the vessels will be joined by the New York and Columbia. The squadron will go to Kiel to take part in the opening of the Baltic Canal. Admiral Kirkland will be in command. The Alliance reached Southampton to-day, and the Amphitrite reached Savannah, Ga., this morning, where she was sent at the request of the citizens of that place.

# THE EAST RIVER BRIDGE.

### MAYORS STRONG AND SCHIEREN APPROVE THE BILL.

**It Provides for a Suspension Bridge from Grand Street, New York, to Broadway, Brooklyn, to Be Built by the Two Cities—A Clause Under Which the Uhlman Charter May Be Purchased or Acquired by Condemnation Proceedings.**

ALBANY, May 17.—Assemblyman Wiman's bill, authorizing the construction of a bridge over the East River between the cities of New York and Brooklyn, was returned to the Clerk of the Assembly to-day approved by Mayor Strong of New York and Mayor Schieren of Brooklyn. This means that the bill will undoubtedly become a law, as Gov. Morton has made it a practice to follow the approval of a bill by a Mayor of a city with his own approval.

The bill provides that the Mayor of the city of New York shall immediately appoint three persons, and the Mayor of the city of Brooklyn three persons, who, with the Mayors of the two cities, shall constitute a commission for the purpose of constructing a permanent suspension bridge over the East River, between the cities of New York and Brooklyn. The Commissioners shall proceed as soon as possible to prepare a plan for the bridge, which is to be constructed over the East River, from Broadway in Brooklyn to Grand street in New York city, and upon the adoption of the plan they shall proceed to construct said bridge, the approaches, and all the appurtenances thereto, in accordance therewith. For that purpose the Commissioners are authorized to enter into contracts; to employ engineers, surveyors, and all other necessary subordinates; to purchase, receive, hold, and use such real estate or interest therein as may be necessary and convenient to accomplish the object authorized by this act, and they may, by their surveyors, engineers, or officers, enter upon such real estate, sites, and locations, and take possession of the same in the joint name of the city of New York and the city of Brooklyn. No lands used for ferry purposes shall be taken.

The cost of constructing the bridge and the approaches and appurtenances thereto, including all expenses of the Commissioners and their counsel, salaries of engineers, surveyors, and other subordinates, and compensation of the Commissioners, and the expenses of any and all condemnation proceedings shall be borne in equal shares by the city of New York and by the city of Brooklyn, and in order to meet the same the proper officers of each of said cities are directed to issue bonds. The Commissioners, except the Mayors, shall receive for their services $3,000 per annum each.

When the said bridge shall be completed it shall become a public highway for the purpose of rendering travel between the cities of New York and Brooklyn safe and certain at all times, and the care, management, and control thereof shall be vested in the trustees of the New York and Brooklyn Bridge, who shall possess in relation thereto like powers as are vested in them in relation to the said New York and Brooklyn Bridge. The income of the bridge, after paying for maintenance, shall be paid monthly, in equal portions, to the Sinking Fund Commissioners of the city of New York and city of Brooklyn respectively, to be by them applied toward the payment of the interest and principal of the bonds issued under the provisions of this act.

Section 5 of the bill provides as follows:

If any corporation shall possess a valid charter, with authority to construct a bridge such as is contemplated by the provisions of this act, said Commissioners may, if they so determine, with the express consent of the Mayors and Comptrollers of the respective cities, purchased said charter and all the rights and powers granted thereby from the corporation so holding the same, so far as the same relates to the bridge authorized by this act, upon such terms as may be mutually agreed upon, and thereby to take or extinguish any existing right of such corporation to operate any railroad across said bridge. But nothing in this act contained shall prevent said Commissioners, in their discretion, from contracting with any corporation to operate a railroad across said bridge, if said Commissioners shall determine it to be in the public interest. Any corporation hereby authorized to sell the same at such a price as its directors may, by a vote of a majority of them, assent to, and upon such purchase said corporation shall be vested with all the rights, powers, and privileges of said corporation. In case the said Commissioners can not agree with any such corporation as to the price at which said charter and the rights and powers granted thereby, including the right to operate any railroad across said bridge, shall be purchased, the said Commissioners are hereby authorized to acquire the said charter and rights and powers by condemnation proceedings.

Under this section the Commissioners may purchase the charter of the Uhlman East River Bridge Company, which was granted by the Legislature a few years ago, when it was contemplated to construct another bridge over the East River in order that the elevated roads of New York and Brooklyn might be connected and a through elevated service between the two cities established.

**Brooklyn Navy Yard Investigation.**

WASHINGTON, May 17.—Lieut. Knapp's report upon his investigation of alleged Brooklyn Navy Yard irregularities has not yet been received by Secretary Herbert in its entirety, and until the full report is received the department declines to make public its contents. It is stated, however, that there will be nothing to justify the highly sensational publications made in one of the Brooklyn evening newspapers. There have been apparent irregularities and broad stretches of navy regulations, but no dead men have been carried on the rolls, nor have any other very serious delinquencies been discovered. Lieut. Knapp has been looking into these matters for some months. Portions of his report have been sent back to the officers concerned for their explanation or denial, and while it is regarded as quite probable that some changes will be made in the official force of the Navy Yard in consequence of the investigation, it is asserted at the department that there is no likelihood of any big public scandal.

**The Kershner Court Martial.**

WASHINGTON, May 17.—The record of the Kershner court martial will not reach the Navy Department until to-morrow morning, when it will be exhaustively reviewed by Judge Advocate Lamly before presentation to Secretary Herbert for executive consideration. The prevailing impression among naval officials is that Dr. Kershner will be found not guilty of perjury, and that the findings will also be that his violations of naval regulations in privately corresponding about official matters, have not been of such a character as to merit severe punishment. It is confidently expected that the sentence will not be more severe than a term under suspension, and that he may even escape with a reprimand for the indiscretion.

**Army and Navy Orders.**

WASHINGTON, May 17.—The following naval orders have been issued:

Lieut. F. S. Carter has been detached from the Albatross and transferred to the receiving ship Independence, at the Mare Island Navy Yard; Lieut. R. S. Scott, detached from the Bennington and ordered to the Albatross as executive officer; Ensign R. H. Leigh, detached from the Bennington and ordered to the Albatross; Ensign C. R. Hughes, detached from the Mohican and ordered to the Albatross.

The following army orders have been issued:

The following transfers of officers are ordered: First Lieut. Frederick D. Evans, from the Twenty-fourth Infantry to the Eighteenth Infantry, Company I; First Lieut. James Bayless, from the Eighteenth Infantry to the Tenth Infantry, Company G; First Lieut. Charles E. Layman, from the Tenth Infantry to the Twenty-fourth Infantry, Company I.

The special order as directs Lieut. Bayliss to proceed to join his proper station, Fort Hills, Tex., is amended so as to direct him to proceed to join his proper station, Fort Sill, Oklahoma Territory, upon the expiration of his present leave of absence.

Special order relative to Lieut. Evans is revoked.

Special order as directs Lieut. Layman to proceed to join his proper station, Fort Sill, Oklahoma Territory, is revoked.

The retirement from active service by operation of law of Col. Judson D. Bingham, Assistant Quartermaster-General, is announced.

Leave of absence for fourteen days on surgeon's certificate of disability is granted Capt. John McClellan, Fifth Artillery.

Leave of absence for four days is granted First Lieut. Lewis H. Strother, First Infantry.

Leave of absence for one month, with permission to apply for an extension of two months, is granted Major William M. Maynadier, Paymaster.

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