CANAL BILL DISCUSSED.

SENATOR MORGAN EXPLAINS ITS REAL PURPORT.

He Says It Is Not in Conflict with the Clayton-Bulwer Treaty, but Is a Bill to Execute That Treaty—The Canal to Be Neutral to All Nations Except Nations That Are at War with the United States.

WASHINGTON, Dec. 12.—The Nicaraguan Canal bill was taken up in the Senate to-day, and Mr. Morgan (Dem., Ala.), in charge of it, had some modifications made in the arrangement of the text.

Mr. Turpie (Dem., Ind.), an adversary of the bill, suggested the postponement of its consideration until the first Monday in January, by which time the report of the Nicaraguan Commission would have been received and filed.

Mr. Morgan said that the presence of the commission's report was not necessary for the remarks which he proposed to submit to the Senate to-day, and he hoped to convince the Senate that there was no occasion for delay for action on the bill. He would not go now into a discussion of the necessity for constructing a Nicaraguan canal, for the country had come to its own conclusion on that point. He hoped to satisfy the Senate that it would not be wise to allow this session to pass without some action having been taken on the subject.

The general public, he said, had an incorrect impression as to the real purport of the bill, and it was his duty to put the matter in such a light that there could be no further question as to what was being attempted to be done. The bill was an amendment of the charter of Feb. 20, 1889, the right to make such amendment being expressly reserved in that act. If the proposed amendment suited the Governments of Nicaragua and Costa Rica and the stockholders and owners of the concession (the Maritime Canal Company), well and good. If it contained matters which they were not willing to accept, and which they had not estopped themselves from objecting to, what they had to do was to decline and to act on other lines of legislation. But the United States Government had committed itself in the charter to an effort to carry into effect the concession from Nicaragua and Costa Rica.

Nicaragua and Costa Rica evidently recognized the universal opinion that the canal across the isthmus must be under the protection and control and management of some great maritime power. It was indispensable, in the view which the whole world took of the question, that some great Government should have the peculiar charge of that waterway. Both Nicaragua and Costa Rica recognized the fact that a company chartered by one or both would not meet the requirements of the maritime and commercial countries of the world. Under the treaty of 1868 with Nicaragua the United States had the right to send its army into that country to protect people and property against usurpation, wrong or injustice.

"Suppose," said he, "that a canal has been built there with which we have got no connection at all—built by Nicaragua or Costa Rica, or by France or Great Britain—and suppose that Mexico and Guatemala have united for the purpose of capturing the canal or taking it into their possession, as we have taken the Philippines, what is the right of the United States under these circumstances? What is its treaty obligation? It is that we will go there and protect the canal against that invasion; that we will protect the people and property of whatever nationality against the wrong which may be practiced on them. That is the legal attitude which we hold to-day by treaty with Nicaragua."

Mr. Morgan asked whether the conditions of the treaty of 1868 (or 1867) with Nicaragua was in conflict with the Clayton-Bulwer treaty of 1850. The latter treaty stipulated that neither power would erect fortifications on the line of the canal, but, in the case referred to, would United States troops be debarred from the right to fortify themselves against the combined armies of Mexico and Guatemala? If the treaty of 1868 were a violation of the Clayton-Bulwer treaty, then the latter treaty had gone into thin air seven years before, for Great Britain had made a similar treaty with Nicaragua. So he thought that the question of British intervention or British opposition in the matter was a very remote question. He believed that if the sense of the Senate were taken to-day, the Senate would declare the Clayton-Bulwer treaty abrogated—the chief difficulty in the way of doing so being the action of Mr. Cleveland in withdrawing from the Senate the Frelinghuysen-Cavallos treaty as a violation of the Clayton-Bulwer treaty.

The bill pending, he declared, was a bill to strengthen the hands of the United States in dealing with the canal question. It was a bill which declared that that method of legislation was not in conflict with the Clayton-Bulwer treaty. It did not declare that the Clayton-Bulwer treaty was obsolete or obsolete. It merely declared, in effect, that there was no provision in the bill in conflict with the Clayton-Bulwer treaty. But the committee, in reporting this bill, did not propose to encounter the Bulwer treaty as an antagonist. The committee took the ground that the bill was a bill to execute the Clayton-Bulwer treaty, and not to conflict with it.

Mr. Bacon (Dem., Ga.)—Do I understand you to say that this bill is to carry the Clayton-Bulwer treaty into effect?

Mr. Morgan—Yes.

Mr. Bacon—How?

Mr. Morgan—If you will do me the honor to read the committee's report you will find the matter fully discussed.

Mr. Rawlins (Dem., Utah)—Suppose this canal was constructed and put into operation, would it, in case of war between us and any foreign power, be closed alike to the ships of both countries; or would it be open to both belligerents on the same terms; or would the United States have the right to close it against its enemy?

Mr. Morgan—That is a question which belongs to the domain of international jurisprudence. Section 20 of the bill is very clear and careful in that matter.

Mr. Rawlins—If the United States were at war with Great Britain, and if Great Britain desired to despatch a fleet through the Nicaragua Canal, would she have a right to do so?

Mr. Morgan—I do not know how to explain the matter in any clearer language than we have used in section 20. It means that when the United States is a party to the war the neutrality of the canal is not secured to all nations, especially to the nation with which we are at war. That is what it means.

Mr. Hoar, (Rep., Mass.) remarked that he was not entirely satisfied with the answer; and he repeated, in substance, Mr. Rawlins's question and said: "The canal is guaranteed by the United States, as if it was to be part of the open public sea, the common highway of nations."

"Not by any means," Mr. Morgan broke in.

Mr. Hoar—Well, in substance.

Mr. Morgan—No, not in substance.

Mr. Hoar—Then I will not use that language. If the canal be neutral to all nations, is the nation with which the United States is at war excepted? I want to know whether the Senator thinks that has got language in the bill which excepts that case, and which says to Great Britain: "This canal is to be forever neutral in war or peace, but if you are at war with us we will defend the canal." Is that sufficient? If she is at war with us she wants the canal to continue to be neutral.

Mr. Morgan, in reply to this question and to one by Mr. Spooner (Rep., Wis.), said: "My purpose is very clear. It is that when there is a war between two powers, the United States being one of them, the other power should not use this canal. If gentlemen think that they can improve the language in any degree I will be glad to accept their improvements."

Mr. Hoar—My difficulty would be removed by inserting in section 20 these words: "Except as to nations at war with the United States."

Mr. Morgan—Very good. We will agree as to that.

Mr. Chilton (Dem., Tex.) suggested whether it would not be better to make appropriations directly out of the Treasury for the construction of the canal, rather than to raise the money through the sale of bonds.

Mr. Morgan replied that for himself he would prefer the direct appropriation, but the committee thought it better to propose three alternatives—a direct appropriation of the money received from the Pacific railroads, the issue of bonds and the sale of stock.

The bill then went over until to-morrow, and the Senate adjourned.

CANAL BILL IN THE HOUSE.

It Proposes That the Government Acquire the Land and Construct the Canal.

WASHINGTON, Dec. 12.—Representative Hepburn, Chairman of the House Committee on Interstate and Foreign Commerce, which has jurisdiction of the subject of canals, to-day introduced a bill providing for the construction of the Nicaragua Canal, which is a radical departure from previous measures relating thereto. The first section reads:

"The President of the United States is hereby authorized to acquire by purchase from Costa Rica and Nicaragua full ownership, jurisdiction and sovereignty, for and in behalf of the United States, of such portion of territory now belonging to Costa Rica and Nicaragua as may be desirable and necessary, on which to excavate, construct and defend a canal of such depth and capacity as will be sufficient for the movement of ships of the greatest tonnage and draught now in use from a point near Greytown on the Caribbean Sea, via Lake Nicaragua, to Brito on the Pacific Ocean, and such sum as may be necessary to make such purchase is hereby appropriated."

Other sections provide that the canal shall be constructed under the direction of the Secretary of War, with harbors at the termini for the convenience and safety of the ships using the canals; that surveys shall be made by officers of the Engineer Corps of the army; that so much of the San Juan River and Nicaragua Lake as may be available for the canal shall be used. For the completion of the canal as thus authorized, including the harbors at Greytown and Brito, $140,000,000 is appropriated.

It is further provided that in his negotiations with Costa Rica and Nicaragua the President is authorized to guarantee the free use of the canal to ships of those States and of citizens belonging to them.

A meeting of the Interstate and Foreign Commerce Committee will be held to-morrow, at which the bill will be considered. Mr. Hepburn said that he has not conferred with the military or other authority as to the amount of land that should be acquired for canal purposes, but believed that it should be whatever was necessary. The Frelinghuysen treaty of 1883 provided for a strip twelve miles wide. However, he said, that could be settled by the negotiators.

"My reason for desiring to secure sovereignty over the territory," Mr. Hepburn said, "is that I don't believe it wise for the United States to put $140,000,000 into the soil of those countries that we can't take out and over which we will not have absolute control. I am in favor of paying those countries for sovereign rights in the canal property, rather than giving the canal company from $11,000,000 to $30,000,000 for franchises only. This proposition ignores the concessionaires entirely, and proposes to deal direct with the governments interested."

Senator Morgan, when informed of the terms of Mr. Hepburn's bill, expressed his surprise at their tenor.

"Mr. Hepburn is an intelligent man, and he certainly must know that such a scheme is impossible of execution. Neither of those countries," he said, "will barter its sovereignty over an inch of territory. They would consider it an insult for the President to make the suggestion. The Frelinghuysen treaty with Nicaragua gave the United States a right of way twelve miles wide for canal purposes, but the sovereignty of the State was expressly reserved. The arrangement was practically a lease. I doubt that a majority of Mr. Hepburn's committee will approve their Chairman's proposition."

NOMINATIONS BY THE PRESIDENT.

Promotions in the Line and Staff of the Regular Army.

WASHINGTON, Dec. 12.—The President to-day sent the following nominations to the Senate:

To Be Assistant Surgeons, Marine Hospital Service—John W. Kerr of Ohio, William C. Billings of Connecticut, Gustave M. Corput of Georgia, and Dana E. Robinson of Ohio.

To Be Majors, Cavalry Arm, Regular Army—Capts. Charles A. P. Hatfield and Joseph H. Dorst, Fourth Cavalry; Capts. John B. Kerr and George S. Anderson, Sixth Cavalry.

To Be Captains—First Lieuts. Lester W. Cornish, Fifth Cavalry; Tyree R. Rivers, Third Cavalry; Albert L. Mill, First Cavalry; John A. Lockwood, Fourth Cavalry; Henry T. Allen, Second Cavalry.

To Be First Lieutenants, Infantry—Second Lieuts. Samuel P. Lyon, Twenty-fifth Infantry, and William T. Schenck, Tenth Infantry.

To Be Assistant Surgeons with Rank of First Lieutenant—First Lieut. Clyde Sinclair Ford, West Virginia, Assistant Surgeon Fourth United States Volunteer Infantry; James B. Church, District of Columbia; Joseph H. Ford, District of Columbia; Percy M. Ashburn, Ohio; Elmer A. Dean, Tennessee; Walter Cox, Maryland; Richard B. Westredge, Iowa; Francis M. Cowgill Usher, Kentucky; Samuel L. Steer, Pennsylvania; Wilbur Truby, Pennsylvania; Frederick F. Russell and Edwin P. Wolfe, New York; Edward Warwick Pinkham, Massachusetts; Llewelyn P. Williamson, Missouri; Charles E. Marrow, Virginia.

Postmasters—Albert C. Landers, Newport, R. I.; John A. Bushfield, Miller, S. D.

NEW SENATE BILLS.

One Authorizes A. A. Bartlett to Raise the Maine at His Own Expense.

WASHINGTON, Dec. 12.—Bills were introduced as follows:

By Senator Lodge—Amending the naturalization laws by making five years' residence and an understanding of the Constitution a prerequisite.

By Mr. Hale—For the enrollment and organization of a naval reserve, as recommended by the Navy Department; to establish a Judge Advocate's corps in the navy; transferring to the Navy Department the transports in Government service now under control of the Secretary of War.

By Senator Pettigrew—Authorizing A. A. Bartlett to raise the battleship Maine and transport her to the United States at his own expense. It also vests in him the title to the ship and provides for her location at some convenient and accessible place in the United States, to be there preserved as a memento of the war with Spain.

A joint resolution was offered by Mr. Hoar and was referred for the appointment of a committee of Senators and Representatives and of a committee from the country at large (by the President) for carrying on a plan to celebrate the centennial anniversary of the founding of the city of Washington as the permanent capital of the United States.

Estimates for Deficiencies in the Army.

WASHINGTON, Dec. 12.—Increased estimates for deficiencies under the Ordnance Department, aggregating $1,000,000, were submitted to Congress to-day. It is due, says the Chief of Ordnance, to the exchange of the arms of all, or nearly all, of the volunteer troops to the 30-calibre magazine rifle, involving the necessity for a much larger supply of ammunition of that size, and to provisions for more extensive depots in Cuba.

Secretary Alger also submitted an estimate of $3,000,000 for contingencies in the War Department.

Secretary Gage transmitted to Congress to-day an estimate from Secretary Alger for $3,800,000 for a deficiency appropriation for the medical and hospital department for the year ending June 30, 1899.

California Currants Will Be Protected.

WASHINGTON, Dec. 12.—In the President's annual message he spoke of the efforts of Greece to secure a reciprocity treaty with the United States which would admit Grecian currants free of duty. This was the subject of an immediate protest from the California Chamber of Commerce. At the request of the Chamber, Representative Barham saw President McKinley and Commissioner John A. Kasson, who has special charge of the matter, and represented to them the great harm that would be done the California fruit trade if this duty was removed. He was assured that the duty would be allowed to remain and that there was no necessity for the delegation from San Francisco to visit Washington.

Bills Introduced in the House.

WASHINGTON, Dec. 12.—These bills were introduced in the House:

By Representative Brownlow of Tennessee—Creating a foreign service corps in the army to be composed of immunes.

By Mr. Maxwell of Nebraska—For the purchase and operation by the Government of all telegraph and telephone lines.

By Mr. Kitchen of North Carolina—Appropriating $50,000 for a monument at Washington to the soldiers and sailors who fell in the Spanish-American war.

Dividend for Creditors of the Marine Bank.

WASHINGTON, Dec. 12.—A final dividend of 465-1,000 of 1 per cent. was declared by the Comptroller of the Currency to-day in favor of the creditors of the Marine National Bank of New York city. This dividend makes in all 83.465 per cent. on claims proved, amounting to about $4,500,000.

The Comptroller has also declared a fifth dividend of 5 per cent. in favor of the creditors of the Chestnut Street National Bank, Philadelphia. This makes 50 per cent. of claims proved.

The President to Visit Augusta, Ga.

WASHINGTON, Dec. 12.—The President has decided to include Augusta, Ga., in the itinerary of his Southern trip, which will begin to-morrow. A delegation of citizens from Augusta, headed by ex-United States Senator Walsh, were conducted to the White House to-day by Representative Fleming, and they extended an invitation to the President to visit their city. The Presidential party will spend two or three hours there on the way back from Macon.

Not to Abandon Our Interests in Samoa.

WASHINGTON, Dec. 12.—The report that an arrangement has been made by which Great Britain and the United States will abandon their interest in the tripartite agreement concerning Samoa and in favor of Germany is authoritatively denied. There has been no change in the Samoa situation. President Cleveland's attempt to abandon the islands to Germany and Great Britain has been discountenanced by the McKinley Administration.

The Waring Fund.

Additional subscriptions, $4.967; total, $82,522.

To Cure a Cold in One Day

Take Laxative Bromo Quinine Tablets. All druggists refund the money if it fails to cure. 25c. The genuine has L. B. Q. on each tablet.—Adv.

LAUNCH OF THE CORSAIR.

COMMODORE J. PIERPONT MORGAN'S STEAM YACHT A BEAUTY.

New Flagship of the New York Yacht Club One of the Finest Vessels Afloat—Christening Ceremony Performed by Miss Louise Morgan—A Large Crowd Present.

With nearly a hundred flags snapping in the fresh breeze Commodore J. Pierpont Morgan's steam yacht Corsair, the new flagship of the New York Yacht Club, glided gracefully into her element at 10:37 o'clock yesterday morning from the shipyard of Thomas Marvel & Son, in Newburg. The workmen began to wedge the yacht up on her cradle at 9:30 o'clock, and an hour later, when the special train of two parlor cars arrived, bearing Commodore Morgan and his guests, on the scene, all the preliminaries were completed and the launching party at once repaired to the platform that was reserved for the favored guests.

"I christen thee Corsair," said Miss Louise Morgan, the second daughter of the popular Commodore, as the graceful yacht began to move toward deep water, at the same time shattering the customary bottle of champagne, incased in a large bouquet of American Beauty roses, across the sharp prow of the yacht. The entire population of the village, augmented by several hundred guests from this city who had journeyed to the shipyard, cheered in unison as the yacht began her descent toward the water, and the din was augmented by the hoarse screams that emanated from a dozen steam vessels that were in the offing. Among the guests on the platform were:

Commodore and Mrs. J. Pierpont Morgan, W. K. Vanderbilt, William Rockefeller, Joseph H. Choate, Chauncey M. Depew, Mr. and Mrs. C. Oliver Iselin, Col. E. A. Stevens, Mr. and Mrs. J. Beaver Webb, Mr. and Mrs. Mid Burrill, Mrs. J. Markoe, Mr. and Mrs. Bartow S. French, Mr. and Mrs. Chester Griswold, Miss Amy Townsend, Mrs. Richard Irvine, Miss Helen Lawrence, Harry Weeks, Theodore Braine, Mrs. J. Hood Wright, Clarkson Potter, Bishop E. C. Potter, Bishop Doane, Mrs. Harvey Warren, Mr. and Mrs. F. R. Appleton, Miss Hoppin, Miss Louise Morgan, Miss Rhett, Miss Peabody, Stephenson Taylor, William H. Harrison, Samuel Putnam, A. Fletcher Lockwood, Irving Cox, Andrew Fletcher, Thomas M. Reese, Andrew Fletcher, Jr., George R. Moran, Inspector Barrett, former Commodore Edward M. Brown, J. V. S. Oddie, Commodore S. Nicholson Kane, Mr. and Mrs. Robert Bacon, Mr. and Mrs. W. P. Hamilton, Mr. and Mrs. H. McK. Twombly, R. S. K. Jesup, and Charles Lanier.

Commodore S. Nicholson Kane, Irving Cox and other experts were enthusiastic over the lines and unusually well-finished workmanship of the new yacht. "It was the most successful launch I have ever witnessed, and the yacht is a beauty," said Commodore Kane to the reporter of THE SUN as the yacht slid down the well-greased ways. Secretary J. V. S. Oddie of the New York Yacht Club echoed the opinion of the Chairman of the Regatta Committee of that club.

Designer Cox was loud in his praises of the new craft. "It is the prettiest craft he has ever been launched in this country," said he. "The design is as near perfect as anything I have seen, and the workmanship is all that could be desired."

Nothing except the hull was sent overboard, and the craft floated fully six feet above her designed water line when she was water-borne. She floated nearly over to the eastern bank of the river before being picked up by the tug E. C. Baker, which went after her and eventually warped her in alongside of the pier. Then Commodore Morgan and his friends climbed aboard and inspected the interior of the craft.

In designing the Corsair J. Beavor Webb has closely followed the principal lines of the second Corsair, which is better known to the public as the gunboat Gloucester. Her bow, however, does not appear as rakish or as yachty as that of her noted namesake, and, owing to her increased length, the stern has not the same graceful overhang that characterized the craft that Commodore Morgan sold to the United States Government. She is fitted with bulge keels, which are three inches wide amidships, that run a trifle more than one-third of her entire length. Her entrance at the designed water line is carried out in lines that are slightly convex and extend aft almost to the beginning of the bilge keels. Her floors at the midship section make an angle of about 30° from the keel, and only for the bilge keels she would roll badly in a seaway. The after lines of the yacht are carried out in sweeping curves. The design aft follows closely the contour of the second Corsair, with the exception of a slight concave formation in the profile of the counter.

The new yacht's sheer line is perfect from the point of view of an artist, and, with the addition of a long bowsprit and two pole masts, she will compare favorably with the best English vessels. Designer Webb followed the idea that he found successful in the Sovereign by leaving the lower end of the rudder post without a stay or brace of any sort, so that the twin screws can have plenty of room to turn water as solid as water. To this end he has spread the channels in which the shaft revolves fully five feet on each side of the keel line.

The Corsair is built entirely of steel, with plates worked in flush above the water line. Her interior arrangements consist of ten staterooms, a library, six bathrooms and a dining saloon on the lower deck. On the main deck arrangements have been made for a deck saloon, galley, chartroom and deck stateroom, with officers' and crew's quarters forward, while the boxes, storerooms, &c., are arranged in the forward hold. Her principal dimensions as designed by Webb are: 302 feet over all, 252 feet on the water line, 33 feet 3 inches extreme beam, 20 feet 6 inches depth of hold, and 14 feet 6 inches draught. She will be equipped with two triple expansion engines, and steam will be furnished by two double-end Scotch boilers. The craft will also have a complete electric plant in duplicate for lighting and other purposes. She will carry three launches, one lifeboat, one gig and one cutter on davits. She is classed 100 A1, United States standard. The yacht will be towed to the Fletcher works in Hoboken, where her boilers and engines will be put into place and woodwork finished. Her deckhouses are of galvanized iron and will be covered inside and out with mahogany trimmings, and waterways and rails of teak.

The yacht that was launched yesterday is the third Corsair that was built for Commodore Morgan. The first was constructed at the Cramps' yard, Philadelphia, in 1880. She was afterward rechristened Kanapaha. The second Corsair, which was from designs by Benvor Webb, in April, 1891, afterward transformed into a gunboat, renamed the Gloucester, did excellent work on the Santiago blockade. She was made by Neafie & Levy, and lengthened by the same firm in 1893.

Yachtsmen in Executive Session.

Charles T. Pierce of the Riverside Yacht Club presided at the meeting of the Yacht Racing Association of Long Island Sound, held at the Windsor Hotel last evening. The object of the session was to discuss the scheme of restrictions as to scantling construction for all classes of yachts 30 feet racing length and under to the end of establishing cruising classes as distinct from racing classes. The report, as submitted by the Executive Committee, was a voluminous one, rehearsing in detail the differences between the regular classes, which for convenience were termed "cruisers" and the racing machines pure and simple.

The amendments which was recently recommended by the Yacht Racing Union of North America was rejected for all classes below the 34-footers, for the reason that it was found not to be acceptable for smaller yachts, and its adoption would involve much labor in the remeasurement of existing boats. The delegates were unanimous in voting to retain the waterline and sail area rule which is now in vogue.

The recommendations that appeared to find favor were that there should be a new definition of a cabin boat that would be more stringent than the old rule; that there should be two divisions to each class, known as the regular and racing divisions, the former to conform to the scantling table, and that the 21 and 25 foot knockabouts be scheduled as regular classes instead of specials, as was the style last year.

It was finally decided that the table of scantling be printed and distributed among the delegates for careful perusal and reported upon at another meeting of the association that will be fixed in the near future. The delegates present were:

E. Burton Hart, Jr., Huguenot Y. C.; E. W. MacLellan, Douglaston Y. C.; Ward Dickson, Hempstead Harbor Y. C.; H. H. Gordon, Huntington Y. C.; Frank Bowne Jones, Indian Harbor Y. C.; E. B. Meyrowitz, New Rochelle Y. C.; Harry Stephenson, Knickerbocker Y. C.; Oscar Shellboy, Corinthian Fleet of New Rochelle; George P. Clark and Charles T. Pierce, Riverside Y. C.; Joseph M. Pier and Frank Towle, Horseshoe Harbor Y. C.; W. P. Stephens, Seawanhaka-Corinthian Y. C.; Charles F. Tower, New Rochelle Y. C., and E. C. Seward, Sachem's Head Y. C.

Dr. Peet Will Be Columbia's Rowing Coach.

Walter B. Peet, the well-known rowing coach, has been selected to take charge of the Columbia University crew next year. This was announced at 12 o'clock last night after a protracted meeting by the Board of Governors of the rowing club. This club met at the University A. C. W. A. Meikleham, J. A. B. Cowles and Magistrate R. C. Cornell were the old Columbia rowing men present. Dr. Peet will have every opportunity to develop a good crew this year. Those who know say there is an abundance of good material on the Heights. Then, too, the new gymnasium, with its superb facilities, offers every advantage to put the men in good physical trim. Besides all this, there is no debt hanging over the crew. All in all, the prospects are regarded as the best Columbia has had in years. William H. Maxwell, Jr., was elected manager of the crew.

Christmas Novelties.

Dempsey & Carroll, 26 West Twenty-third Street.—Adv.

VEST TALKS AGAINST COLONIES.

He Says We Have No Right to Acquire Territory and Govern It as a Colony.

WASHINGTON, Dec. 12.—The resolution introduced in the Senate last week by Mr. Vest (Dem., Mo.), declaring that there is no power under the Constitution to acquire territory to be held and governed permanently as colonies, was taken up to-day, and Mr. Vest addressed the Senate. He said it seemed to him peculiarly appropriate at this time to examine what was the power of Congress in regard to the acquisition and government of new territory, when the Attorney-General, the great law officer of the Government, declared publicly that the Constitution, made for the thirteen half-rescued colonies, had grown too small for the greatest nation on the face of the earth.

Mr. Vest quoted the dictum of the Supreme Court in the Dred Scott decision, to the effect that no power had been given to the Government to establish or maintain colonies, or to enlarge the territory of the United States, except by the admission of new States; and he asserted that no tribunal, Federal or State, and no public man of eminence had ever contradicted that portion of the Dred Scott decision until within the last six months, when the craze for expansion seemed to have taken possession of a very large portion of the American people. The fundamental principle of the Constitution was citizenship to all within the jurisdiction of the Government, except as to the Indian tribes. But it had been said that that doctrine had been abandoned by precedent in the cases of the Northwestern Territory, ceded by Virginia to the general Government, of Louisiana, of Florida and of Alaska. He denied that claim. In the case of the Northwestern Territory it had been provided that when the population reached 5,000 they would have a right to a Territorial Government. In the act of the cession of Louisiana from France there was a provision that as soon as possible the inhabitants should be made citizens of the United States. There was a like provision in the act of cession of Florida by Spain. When Russia ceded Alaska the same provision was put in the act of cession. He characterized as monstrous the proposition now put forward that Territories were not within the scope of the Constitution of the United States, and that the Constitution applied alone to the States of the Union. It was monstrous to assert that the citizens of a Territory were, under the Constitution, excluded from the bill of rights and were at the mercy of Congress without limitation. He had not controverted and should not propose to controvert the power of the Federal Government to acquire and govern territory, but he did deny that territory could be acquired to be held as colonies.

"We are told" he continued, "that this country can do anything. Constitution or no Constitution, we are a great people, great in war, great in peace; but we are not greater than the people who once conquered the world, not with long-range guns and steel-clad ships, but with the short swords of the Roman legion and the wooden galleys which sailed across the Adriatic. The colonial system destroyed all hope of republicanism in the old time. It is an appendage of monarchy. It can exist in no free country, because it uproots and eliminates the basis of all republican institutions—that Governments derive their just power from the consent of the governed. I know not what may be done, with the glamour of foreign conquest and the greed of the commercial and moneymaking classes of this country. For myself, I would rather quit public life this minute—nay, I would be willing to risk life itself—rather than give my consent to this fantastic and wicked attempt to revolutionize our Government and to substitute the the principles of our hereditary enemy for the teachings of Washington and his associates."

When Mr. Vest closed his speech he was asked by Mr. Platt (Rep., Conn.) whether he desired action on his resolution.

Mr. Vest suggested that it remain on the table, to be called up if any Senator desired to speak on it.

Mr. Platt—I am not prepared to speak on the resolution to-day; but that my silence should be misconstrued, I wish to say that I do not recognize the doctrine announced in a dictum of the Supreme Court or the law as stated by the Senator from Missouri. I believe that the right to acquire territory exists as an inherent right in the nation. That has been the doctrine of the nation ever since the Louisiana treaty was ratified and confirmed. That right has no limitation either in the Constitution or elsewhere. If we are fighting a war and acquiring territory we have not got to stop as we go along and to have our armies cease operations until there has been some declaration somewhere that we are going to make States out of the conquered territory.

Mr. Hoar—Does the Senator from Connecticut claim that we have a right, under the Constitution, permanently to govern subject or vassal States or people who have no constitutional rights of their own?

Mr. Platt—I believe that our power to govern any province, country or land which we have the right to acquire is full and plenary and is given by that clause of the Constitution which says that Congress shall have the right to make all needful rules and regulations for the government of a Territory.

Mr. Hoar—I do not propose to enter into the discussion of the resolution at this time. I understand the Senator from Connecticut to avow the doctrine that, under the Constitution of the United States, and in conformity with its provisions and principles, we have a right to govern permanently subject or vassal people or races without constitutional rights of their own. From that opinion I wish to express my entire dissent.

The resolution remains on the Vice-President's table.

Mr. Hoar presented petitions from citizens of Concord, Mass., remonstrating against the extension of American sovereignty to the Philippine Islands and against absorption of other foreign islands without previous consent of their people.

Other petitions on the same subject were presented by Mr. Hale (Rep., Me.). They were all referred to the Committee on Foreign Relations.

Representative W. P. Hepburn of Iowa proposed to the House to-day the form of a constitutional amendment intended to meet one of the remote objections against the acquisition of foreign territory as a result of the Spanish war. It provides that hereafter no State shall be admitted into the Union the territory of which was not in possession of the United States on Jan. 1, 1898, except by the votes of three-fourths of the members of both houses of Congress.

"That will settle one question about the future of Porto Rico, the Philippines and probably Cuba," said the author of the bill. "The votes of three-fourths of the members means the approval of three-fourths of the States."

IN THE HOUSE.

District of Columbia Appropriation Bill Reported—It Carries $6,230,809.

WASHINGTON, Dec. 12.—In the House to-day the bill making appropriations for the District of Columbia for the fiscal year ending June 30, 1900, was reported from the Appropriations Committee, and notice was given that its consideration would be asked to-morrow. The bill carries a total of $6,230,809, being $177,220 less than the appropriation for the current year, as against estimates of $9,101,660. The appropriations for the support of charitable institutions under religious control are omitted.

This being the day set apart for legislation affecting the District of Columbia, Chairman Babcock called up the bill to acquire certain water rights and property at the Great Falls of the Potomac. A suggestion was made that the bill carried a job to unload upon the Government a tract of land of which the present owners have been unable to dispose at a profit. After prolonged debate the enacting clause was stricken out and the bill reported to the House and laid upon the table.

On motion of Mr. Payne (Rep., N. Y.) the bill to amend the laws relating to American seamen, passed by the Senate last July, was taken up. The bill requires additional air space on vessels for sailors, and amended and extended ration and the abolishing of imprisonment, except for desertion in a foreign port.

Before a vote on its passage was taken the House adjourned.

NEWCOMERS IN THE TAILOR TRADE.

Capitalists Interested in the Co-operative Ladies' Tailors' Shop.

The Rev. Francis J. Clay Moran, Chairman of the Sweating System Committee of the Church Association for the Advancement of the Interests of Labor, announced yesterday that the proposed ladies' tailors' coöperative shop would be opened on Jan. 1. Of the $10,000 capital required for the enterprise, $7,000 has been subscribed. Among the subscribers are Mr. and Mrs. James Speyer, Spencer Trask, C. T. Barney, W. Bayard Cutting and R. Fulton Cutting. Seventy-four orders have been received. President Shimmack and Secretary Topfstatt of the Ladies' Tailors' Union, who, it is alleged, have been blacklisted, have set at work temporarily at union wages and will have executive posts in the coöperative shop.

Supreme Court to Adjourn for the Holidays.

WASHINGTON, Dec. 12.—The Supreme Court will adjourn on Monday next until Tuesday, Jan. 3. Chief Justice Fuller announced to-day that the case of the famous La Abra Silver Mining Company would be argued on its merits on Feb. 20. Several decisions were handed down to-day, but none of general interest.

Every One Is Reading This Book.

Catholic and Protestant Countries Compared. Alfred Young. One dollar at book stores or at Catholic Book Exchange, 120 West 60th st., N. Y.—Adv.

MONEY PLENTY AND CHEAP.

BANKS IN BRYAN'S STATE REDUCE THE INTEREST RATE.

The West Becomes a Money Lender to the East and the "Debtor Class" May Yet Shift Its Headquarters—Bill to Be Offered to Reduce Legal Interest in This State.

The trustees of the Bowery Savings Bank formally voted yesterday to reduce the rate of interest on deposits from 4 to 3¾ per cent. A report that local banks which allow 2 per cent. interest on the deposits of out-of-town banks were going to reduce this rate to 1¾ per cent. after Jan. 1 was denied by officers of the banks in question, who said they knew of no general movement of the sort.

Reductions of interest by savings banks have already been reported from Cleveland, Norfolk and Milwaukee, Utica, Rochester and Syracuse. Advices which reached the financial district yesterday added to the list Montpelier, Vt., and Omaha, Neb. The Montpelier Savings Bank has decided to reduce its rate to 3 per cent.; the Brattleboro Savings Bank is lending money locally at 5 per cent. The despatch from Omaha read:

"Banks by common consent in Nebraska have agreed to reduce interest rates [by] from 1 to 2 per cent. owing to the plethora of money for investment."

Banks of the middle Western and Northwestern States are reported to have recently been buyers in the New York market of Eastern commercial paper, finding this more profitable than to lend the money at home. A development of the situation has been a renewal of the movement to make the legal rate of interest in this State 5 instead of 6 per cent. A bill making the reduction will be introduced at Albany as soon as the Legislature meets. Heretofore the reduction has been defeated by the general opposition of bankers and business men, but less opposition is expected now. Farmers and small tradesmen up the State are said to favor the reduction, and it is the opinion of many bankers that the natural and general tendency is toward a lower level in interest rates, bringing those of the United States nearer to the ruling rates in the money markets of the world.

BROOKLYN WATER MAIN FIXED.

Gaslights Re-established and the Schoolhouse Not Injured.

The break in the four-foot water main at Central avenue and Covert street, Brooklyn, on Sunday, when hundreds of cellars were flooded and the foundations of two houses nearby were undermined, was repaired yesterday by putting in a new section of pipe. Men worked in shifts on Sunday night with lantern light in order to save time. The work was done under the direction of Henry Hawkes, superintendent of the Repair and Distributing Department of the Water Bureau. While the repairing was going on more than a dozen wagons were carting back to the great gap in the ground the sand washed out by the flood from the pipe. At 10 o'clock in the morning the new water pipe section was put in place with the aid of jacks and then the work of caulking the pipe was begun.

When the pipe was in place another gang of men were sent to the bottom of the pit to reinforce the men who were employed in building a wooden trough to connect the two ends of the broken sewer. The Brooklyn Union Gaslight Company was doing all that was possible to reestablish its light in the dwellings on Central avenue, and last night in all the dwellings on that thoroughfare there was gaslight. A large force of men went from house to house yesterday replacing the meters which became filled with water with new meters.

The occupants of the ground floors of flooded houses were engaged all day yesterday in pumping out the water. The big public school building on Evergreen avenue was thoroughly examined yesterday. It was believed on Sunday that the rush of water into the basement had damaged the wall. No damage, however, was discovered. The scholars assembled in the school at the usual hour in the forenoon, but as there was no fire in the school building, the children and teachers were dismissed. The sessions in the school will go on to-day.

Deputy Water Commissioner Moffett said yesterday that after an examination of the broken main he was satisfied that the break was caused by a defect in the casting of the pipe. Building Commissioner John Guilfoyle put five inspectors to work yesterday morning examining every house which was affected by the flow of water.

HE BREATHED HARD IN THE TOMBS.

So Hard That a Woman in Brooklyn Could Not Sleep o'Nights.

A woman, who said she was Mrs. Annie Delaney of 228 Tillary street, Brooklyn, complained at the Mayor's office yesterday that a man confined in the Tombs was breathing so hard that she could not sleep at night. She was told that the breathing would be stopped at once and she went away apparently satisfied.

Meeting of the State Board of Canvassers.

ALBANY, Dec. 12.—Secretary Palmer has called a meeting of the State Board of Canvassers for Thursday. The board will adjourn from that day until about Dec. 28, when the soldier votes will have been canvassed and the returns filed with the Secretary of State.

You can't fail to note the fashionable and refined look a man presents when wearing one of our Overcoats. We suggest:

A dark grey Llama, silk lined.....at $40.

A black Montagnac, silk lined.....at $45.

A black Vicuna, silk lined.....at $35.

Black, brown & blue Kerseys & Meltons, $20 to $32.

And especially some small lots of Overcoats of rich dark mixtures, marked down from $35, $34, $32 & $30, to 25 dollars.

Also a good variety of Overcoats marked down from $12 & $15, to 9 dollars.

HACKETT, CARHART & CO.,
Broadway, Cor. 13th St., Cor. Canal St., Near Chambers.

Artistic and interesting gifts. Christmas exhibition and sale now open.

TIFFANY FAVRILE GLASS.

TIFFANY STUDIOS,
333 Fourth Avenue.

CARLSBAD HAMS,
MARCIPAN IN ALL VARIETIES.
RUSSIAN CAVIAR.
HAMBURG ZWIEBACK,
with or without sugar, for convalescents.
TODE & COMPANY,
S. W. Cor. 61st St. and 3d Av.

The latest in desk-making: "The Hale."
HALE CO.,
Desks at export prices.
15 Stone Street,
next Produce Exchange.
66

SECOND BADGER TRIAL.

Fayne Moore Excluded from the Room—Her Diary May Become Evidence.

William A. E. Moore, who is accused, with his wife, Fayne, of playing a badger game upon Martin Mahon of the New Amsterdam Hotel, and about whose guilt a jury disagreed last week, was arraigned for a second trial yesterday in the General Sessions. His counsel, Lawyer Long, asked, as he had done before, for permission to have Mrs. Moore remain in the courtroom. Recorder Goff refused the request and ordered Mrs. Moore removed. She went out with a peculiar smile on her face. At the end of the day's session only one juror had been secured.

Prosecutor McIntyre expects that he may be able to call a woman, who will testify that Moore married her, daughter, some years ago, and thus prove that, in case Moore is really married to F