

NEARING THE CRISIS.

The Federated Order of Railway Employees Expects to Make To-Day

A LIFE OR DEATH TEST.

The Railroad Officials Openly Declare They Will Treat

ONLY WITH THEIR OWN EMPLOYES.

Street Railway Men Agree to Lend Their Support, if Needed.

A STRIKE AT PRESENT SEEMS CERTAIN

The Executive Council of the Federated Order of Railway Employees will come to Pittsburgh from Chicago to-day, with full power to act in the present difficulty.

A crisis in the railroad difficulties is looked for to-day, when the question of recognizing the Federated Order of Railway Employees will be settled one way or the other.

The Executive Council did not arrive in the city yesterday as was expected, but will be here this morning at 7:30 o'clock.

The board, composed of Grand President F. F. Sergeant, Grand Master of the Brotherhood of Locomotive Engineers, Grand Vice President Frank Sweeney, Grand Master of the Switchmen's Aid Association, Grand Secretary and Treasurer E. O. O'Shea, Grand Master of the Brakemen's Brotherhood, G. W. Howard, Grand Chief of the International Brotherhood of Railway Conductors, and John Downey, held a conference in Chicago yesterday.

They were advised by wire of what has been done in Pittsburgh during the past three days and the list of grievances was laid before them.

A TELEGRAM SETTLES IT. The conference lasted until 4 o'clock in the afternoon, when a telegram was received here by Thomas Kane, Chairman of the local Grievance Committee, stating that Mr. Downey, with two or three other members of the council, would be in this city this morning, vested with full power to act.

It is now confidently expected there will be some interesting developments to-day, and as the men seem even more determined to get their demands than they did two days ago, a general tie-up is more probable.

The local Grievance Committee was in session all afternoon yesterday, discussing the situation. There was not much for it to do, and it adjourned at 5 o'clock.

Mr. Kane was called together again, and the message read to them. The information that the grand officers were coming, with full power to act, was greeted with cheers that resounded throughout the building and could be heard on the opposite side of Fifth avenue.

The committee again adjourned and left the hall on the run. Mr. Hawley said as he passed out:

"We are very well satisfied with the manner in which our case has been presented through the newspapers. We have been treated very fairly and we begin to recognize the value of a press committee. I am not in a position to tell you what has been done to-day. Come over to Allegheny to-night, and we will give you something interesting."

Last night a general meeting of railway employees was held at 19 Federal street, Allegheny. There were more than 500 men present, but the meeting was very quiet. The men are considerably worn out from loss of sleep and rest, but while they are less enthusiastic, they are none the less determined.

The general meeting last night continued until about 10:30 o'clock. The situation was discussed, and the non-union men, many of whom were present, decided unanimously to stand by the Federation, in case the necessity arose.

The federated orders then held a meeting, and received a committee of street car men. The latter represented Local Assembly No. 6003, which held a meeting on Beaver avenue last night, and decided to follow in the footsteps of the railway men should it become necessary for strike for recognition.

The committee notified the railroad men that the street car employees would support the federated order to a man. This was enthusiastically received, although it had been anticipated all day.

ANOTHER SECRET SESSION. When the federated order adjourned the strikers held a secret meeting, which lasted until midnight. Mr. Hawley said they had received instructions from the union not to disclose the proceedings.

They were not averse to letting the public know what the committee has been doing, but they do not want to divulge their plans to the railroad companies. He stated, however, that the time has come when the question of whether the Federation should strike or perish is to be settled, and the test is likely to be made to-day.

The men have not shown their strength, and the railroad managers, knowing this, are beginning to feel a little nervous. Mr. Tobin, of the Press Committee, gave the following details of the demands made by the men: They get on an average of \$1 85 per day at present, which makes a total of \$620 per year, counting 340 working days to the year.

bare necessities. There is no allowance made for recreation or sickness. The men are asking for \$2 50 per day, of ten hours each, which will give each an income of \$850. The average railroad man pays \$14 per month for rent. He would have \$883 left to divide among five members of the family, which would allow 37 cents per day for each member.

Yesterday at noon a meeting of Pennsylvania Railroad yardmen was held at Twenty-eighth street. It was the important move of the day, inasmuch as it was regarded as the agency through which the Pennsylvania Railroad Company tried to show its hand.

F. G. Nash, a non-Federation man, and John Horton, a member of the Federation, were met as chairman. When the vote was taken Horton was elected by a large majority.

ANOTHER SCALE PROPOSED. Mr. Nash then endeavored to have adopted a list of grievances entirely different from those of the Switchmen's Mutual Aid Association, which simply asked for an advance in wages. The pay asked by this list for yard conductors was \$3 15 for 12 hours' work, of yard brakemen \$2 25; the night force to receive 15 cents per day more than the day force, and the flagmen 10 cents per day more than the brakemen.

After a heated debate the list was put to a vote and lost by 100 to 15. Mr. Nash was dissatisfied with his setback, and called a meeting of the minority portion of the employees, and made another attempt to get his list adopted.

About 20 men remained with him. The union men regarded the proceedings as a trick on the part of the non-union men. It was supposed that they would prevent themselves from being called scabs, or that the Pennsylvania Railroad Company was using Nash to get the employees to admit they had no grievances.

The statement that a committee of Pennsylvania Railroad men met Superintendent Pittcain yesterday is incorrect; the men were asked to come to his office, but they refused to go. They say this is an evidence of the non-union men's part, and that if they had met his office would have been a like evidence on his part.

NO NEW MEN COMING IN. It is also not true that men have come here, as has been claimed, from other cities with instructions to be ready for duty at any time. It is difficult for railroad men to get into the city without the employees knowing it. It was stated at the meeting in Allegheny last night that the arrivals of new men are not more numerous than they are ordinarily.

The following message was received from Mr. Kane last night: "Railroad men at this point have received notice to hold themselves in readiness to join with the men at Pittsburgh at any moment. The notice specifies switchmen and was received to-day. It was not signed, and while it is not known from whom it came, the supposition is that it was from those who are at the head of the movement inaugurated there."

A FLAT REBUFF.

RAILWAY OFFICIALS DECLARE THEIR POSITION.

As Employers the Men Would Be Met Half Way—As Members of Labor Organizations They Can Expect No Recognition—No Mistake About It.

The officials of the different roads will not confer with any labor organizations, and will only treat with their own employees. This decision was reached at a meeting of the Superintendents of all the railroads centering in Pittsburgh, held yesterday afternoon at the office of General Superintendent. Watts, of the Pennsylvania Company. The session was a long one, and it is alleged that some of the officials wanted to treat with the Federation of Railway Employees. They, however, lost, and after the meeting adjourned Superintendent Watts dealt out the following information:

"We regard this trouble as simply a matter between the officials of each company and their employees. We have nothing whatever to do with any labor organization. We have not received any grievances from our men. The demands laid before us by the Federation of Railway Employees we refuse to consider. These men have been in the city for over a month, and they have made no progress in their demands, and yet they expect us to decide on them in 24 hours.

"The action on all the roads will be the same. The employees have anything to say they can lay before the officials of the company, and we are willing to meet them half way. We will arbitrate on the differences, and though all the demands of the men are not met, some of them are probably well founded. As employer, we will endeavor to arrange matters with them, but if they persist in making their demand through their various labor organizations, we will make a fight and refuse everything."

STRIKERS' PARADE.

CHICAGO CARPENTERS' TURN OUT BY THOUSANDS.

Both Sides Remain Firm, With But Little Change in the Situation—No Meeting Yet of the Proposed Citizens' Committee.

(SPECIAL TELEGRAM TO THE DISPATCH.) CHICAGO, April 17.—The carpenters' strike remains unchanged. A few non-union men have been put to work, but they have been neutralized by the enlistment in the union's cause of non-union men who were at work to-day.

Secretary John said this morning that a letter had been received from a lot of North Carolina carpenters offering to come here to work, but that no answer had been made to them officially. The Secretary, speaking of the proposed citizens' committee, said that he supposed that the men would come through some such body. President Goldie was still out of town, however, and until he returns, the Secretary said no call for a meeting to consider the proposition to meet the citizens' committee in arbitration would be issued. Of the make-up of the committee he had only the highest praise.

About one-half of the strikers of the city gathered on Market, between Sandolph and Washington streets, this afternoon, formed in parade and marched to the lake front. There were over 3,000 men in line, and their progress through the streets produced an occasional outbreak of cheering demonstration.

At the lake front a mass meeting was organized and addressed by speakers in sympathy with the strike.

Not having their demand for back time recognized, the coopers of the Union Stock Yards have determined to repeat the demand. Should it not be granted a general stock yard coopers' strike will result May 1.

Forty men at the North station of the Chicago Great Light and Coke company have struck because two of their number, who were active organizers, were discharged. (Continued on Seventh Page.)

THE NEW SOUTH PENN

Duly Organized With an Announced Capital of \$20,000,000.

MR. CLEVELAND'S LAW PARTNERS,

Who Are Close to the Vanderbilts, Are Engaged in the Scheme.

GEORGE F. BAER CHOSEN PRESIDENT.

It is Claimed That the Road Will Be Packed to Completion at Once.

At Reading yesterday "The South Penn Railway Company" was reorganized, with a capital of \$20,000,000. George F. Baer was chosen President. Among the directors are Bangs and Stetson, who are connected with the Vanderbilt interests, and belong to the law firm of which Grover Cleveland is the head. The Reading road is in the scheme, and the new line will be pushed to completion.

(SPECIAL TELEGRAM TO THE DISPATCH.) READING, April 17.—The parties interested in the reorganization of the South Penn Railroad, which was chartered some years ago to run from Harrisburg to Pittsburgh, and about which there has been a long litigation, met here this afternoon for the purpose of reorganization. The new name adopted was the "South Penn Railway Company," and the capital was fixed at \$20,000,000.

George F. Baer, of this city, who purchased the road at Sheriff's sale in Fulton county exactly a month ago, was elected President. At the time of the purchase Mr. Baer promised that the road should be reorganized in 30 days, and this has now been accomplished. Mr. Baer until recently was one of the directors of the Reading Railroad Company, and is still one of its general counsel and President of several auxiliary corporations now under the direction of the Reading Railroad.

THOSE IN THE SCHEME. The following were elected directors: Francis Lynde Stetson, Francis S. Bangs, Charles McVeigh, George F. Baer, J. M. N. Mohr, Frank C. Smith, and Jefferson Sayre, and Mr. Baer, of Philadelphia, came to pass every Democrat should put on his best clothes and go out on a glorious racket of rejoicing.

Mr. Hill, during a conversation with a DISPATCH representative, made the following statement: "The Republicans had the best kind of an opportunity for wiping out the 60,000 Republican majority which Pennsylvania now enjoys and make that State Democratic. Mr. Hill said that Senator Quay's candidacy for President, if elected, would be a great help to the Democrats under any circumstances, and the discussion is growing louder every day. The principal reason for forcing Delamater into the Republican party is that he is rich and will spend money liberally to be elected, but money will not cut a figure in the coming campaign to the extent expected.

These statements, coming from one of the leading members of the Pennsylvania bar, have caused a great deal of comment in political circles, because Mr. Hill has always been one of the most liberal contributors to the Republican campaign fund of Pennsylvania. What is interesting is the fact that he is a warm friend of Senator Quay and is one of his staunch supporters.

JUST A LITTLE DIFFERENCE. Mr. and Mrs. Ward Have Separated, But for an Unknown Reason. (SPECIAL TELEGRAM TO THE DISPATCH.) NEW YORK, April 16.—The fact that Mrs. Helen Sawyer-Ward is living apart from her husband, John M. Ward, the famous baseball player, and is about to return to the stage, formed the basis for a story printed to-day that Mrs. Ward and her husband had quarreled on account of her unwillingness to give up the stage, and that papers for a legal separation were about to be signed. Mr. Ward, to-day, refused to talk at all upon the subject, further than to admit, what has been known for some time, that he lives in Philadelphia with his wife, while his wife lives at one in this city. To a DISPATCH reporter, to-night, Mrs. Ward said:

"It is true that Mr. Ward and myself have been separated for nearly three months. The whole blame of the separation is put upon my shoulders. It is charged that the trouble arose out of my desire to return to the stage. That is not true. That has nothing to do with our separation. My husband and I retired from the stage willingly after our marriage two years and a half ago, I go back to the stage because I am separated from my husband, and I am not separated from my husband because I want to go back to the stage. There is a vast difference between the two. I have never broken any promise made to my husband, and I have never seen anything but a wife that an honest woman would disdain.

A JEALOUS HUSBAND'S REVENGE. A Court Official Shoots the Man Beloved by His Wife. (SPECIAL TELEGRAM TO THE DISPATCH.) NEW YORK, April 17.—George Cornell, 29 years old, an engineer on the Milwaukee and St. Paul railroad, arrived at North McGreggor this afternoon, and was met after leaving his locomotive by J. J. Grinnell, who was evidently waiting for him. Grinnell walked up to him and without a word discharged two bullets from a revolver, both entering the head just above the eyes. Cornell had not died up to 6 o'clock this evening but is unconscious and it is impossible for him to recover.

THE READING INTERESTED. The Reading Company has for a long time been seeking for an outlet to the West. At present all their Western business ends at Harrisburg, and has to be transferred to the Pennsylvania Railroad at that point. The Reading is now building a new line from Harrisburg to Bowmanville and this line lies very close to the South Penn. It would cost very little to connect them.

This is the plan that the Reading Company has for the Harrisburg and Potomac Railroad would be sold by order of the court some time in June, would indicate that the South Penn completed is an assured fact at an early day. The Reading Company has already under way a large bridge crossing the Susquehanna at Harrisburg.

SALT-WATER SAILORS. Resolve That They Will Aid Their Brethren Who Fly the Larks. (SPECIAL TELEGRAM TO THE DISPATCH.) NEW YORK, April 17.—At the convention of the International Amalgamated Sailors and Firemen's Union to-day, Delegates Groves and Shilling, of Chicago, who were about to leave for home, were requested to give the greetings of the Atlantic Coast seamen to the lake seamen and to assure them of their readiness to aid them. It was resolved that the Atlantic seamen shall not engagements on lake vessels. The revision of the constitution was taken up, and among the sections adopted were two guaranteeing all shipwrecked sailors and firemen prompt aid wherever they may be.

The following officers were elected: General President, John O'Sullivan, of Boston; First General Vice President, Alfred Lindgren; Second Vice President, Frederick Clark, of Boston; Third Vice President, Arthur J. Grinnell, of Philadelphia; Fourth Vice President, William L. Hooper, of Baltimore; General Secretary, Hugh McGregor, of New York; General Accountant, Edward King, of New York; General Treasurer, Michael Van Eiden, of New York.

NO WORD FROM FARNELL. Irish National League Still Awaiting an Answer to Its Message. (SPECIAL TELEGRAM TO THE DISPATCH.) ST. LOUIS, April 17.—The committee of the Irish National League met again this morning, with President John Fitzgerald in the chair. The committee is waiting a reply to its message sent yesterday to Mr. Parnell respecting the holding of a national convention in this country next autumn and will do no important business until it is received. When that question is decided the committee will take up the affairs of the League and transact such business as its conditions demand.

At the evening session of the committee resolutions were adopted, endorsing the action of officers of the League and reaffirming confidence in the policy pursued to secure home rule; congratulating members of the League on recent electoral victories and favoring a continuance of the good work until home rule is secured. No reply having been received to the cablegram sent Mr. Parnell yesterday, adjournment was taken until to-morrow, when an answer is expected.

INTERNATIONAL PARCELS POST. LONDON, April 17.—In the House of Commons to-day, Postmaster General Raikes said he was in hope that negotiations that had recently been renewed with the United States Government looking to the establishment of a parcels post between Great Britain and that country would be successful.

A CELESTIAL'S PLIGHT.

He is Refused Admission to Canada and Cannot Get Back to the United States—Camping in the Middle of the Suspension Bridge.

NIAGARA FALLS, April 17.—Three Chinamen, two of whom had attempted to cross the frontier with Man Lee a couple of weeks ago, presented themselves for admission to Canada this morning, all having been hustled over to this side by United States customs officers. The two men belonging to Man Lee's party were granted admission, having Canadian customs certificates in their possession. The other man not having the necessary document and only \$10 to pay the Canadian tax of \$50, was denied the privilege given to his companions and was sent back to the United States side of the bridge, where he has since lingered and is likely to stay for some time.

Collector of Customs Flynn communicated with the Commissioner of Customs at Ottawa for instructions. The Commissioner's reply was to have the Chinaman sent back from whence he came. Further communication has been held, and no doubt the matter will be brought to the attention of the Washington authorities. Meanwhile the Celestial remains on the middle of the bridge. He can speak very little, if any, English, and with great deal of trouble that it was learned that his name was Lem Sing, and that he had been in Toronto, Ont., for seven years. The other two Chinamen left for parts unknown shortly after they were admitted.

HOT AGAINST DELAMATER. A Republican Who Thinks That Wallace Can Carry the State. (SPECIAL TELEGRAM TO THE DISPATCH.) NEW YORK, April 17.—If the predictions of Mr. John L. Hill, of Philadelphia, come to pass every Democrat should put on his best clothes and go out on a glorious racket of rejoicing. Mr. Hill, during a conversation with a DISPATCH representative, made the following statement: "The Republicans had the best kind of an opportunity for wiping out the 60,000 Republican majority which Pennsylvania now enjoys and make that State Democratic. Mr. Hill said that Senator Quay's candidacy for President, if elected, would be a great help to the Democrats under any circumstances, and the discussion is growing louder every day. The principal reason for forcing Delamater into the Republican party is that he is rich and will spend money liberally to be elected, but money will not cut a figure in the coming campaign to the extent expected.

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SOME OF THE FEATURES. The following gives a few specimens from the long list of out of the way and unheard of projects that are to be carried out at the expense of Uncle Sam, and which are not being made very prominent in the reports sent out in explanation of the various appropriations: Moose A. Bel Bar, Me., \$15,000; Hyman, Md., \$100,000; Outerbank, N. C., \$6,000; Winlaw Bay, S. C., \$100,000; Jekyll Creek, Ga., \$75,000; Choctawhatchee river, Fla., \$12,500; Withlacoochee river, Fla., \$5,000; Oklawaha river, Fla., \$100,000; Oklawaha river, La., \$1,000; Tebeplat and Bayou Phalia (for removal of snags, trees and etc.), \$1,000; Hiwassee river, Tenn., \$1,000; Oupoussa river, Ala., \$200,000; Oklawaha river, Cal., \$45,000; Tolmie, \$200,000; Fox Harbor, mouth of Muskogee river, \$30,000.

THE LOCAL RIVERS. Rivers: Pennsylvania—Allegheny river, \$55,000; dam at Herr's Island, Allegheny river, \$35,000; Ohio river, construction of a movable dam at or below the mouth of the Beaver river, \$250,000; West Virginia—Big Sandy river, \$31,000; Great Kanawha river, \$200,000; Little Kanawha river, \$1,000; Ohio river, \$100,000; falls of the Ohio river, \$60,000; Indiana canal, \$1,000,000.

MISSISSIPPI river, from head of passes to mouth of Ohio river, including salaries and traveling expenses of the project, \$1,000,000; Commission (provided that no portion of this appropriation shall be expended to repair or rebuild levees for the protection of lands or preventing injury to lands or private property by overflows; provided, however, that the quality of the work to be done shall be such as to be in their judgment it should be done as part of their plans to afford care and safety to navigation); also, \$200,000.

MCKINLEY—CONFIDENT. That the Tariff Bill Will Become a Law in Its Present Shape—An Explanation of the Changes Upon Sugar and Hides. (SPECIAL TELEGRAM TO THE DISPATCH.) WASHINGTON, April 17.—If any man, more than another, feels relieved by the completion of the tariff bill, it is Chairman McKinley. He says it has been the hardest work he has ever had to do, because it was not only physically taxing, but extremely annoying mentally.

"We tried as well as we could to please everybody and found it was physically impossible," said he this morning. "Every class of industries was heard and fully heard. We had not as much annoyance from those who wanted to be heard as had the Democrats, for everybody knew that we intended to increase instead of decreasing protection to our industries. I think it is a good bill—a measure that will stand any amount of criticism. I think it very likely that we can and will, within a very few years, produce all the sugar we want to consume, and by home production it will come cheaper to our people than it will by placing it on the free list, but there was a greater demand for free sugar than there was for a dutiable protection to our home sugar interests, and we were catering to the great majority we concluded to make sugar free and give protection in the way of a bounty."

"No," the bounty clause will not be stricken out of the floor of the House, all that may be very unpopular in many quarters. We intend to keep faith with our sugar men, and the bounty will, I think, stand for 15 years. Shoes and leather would have been no higher in price if we had retained the proposed 15 per cent on hides, but the Democrats could have made a big bugaboo over a tax on poor people's shoes, and we would not have been able to get the letter the pledges we made in Chicago in June, 1888, and which the people ratified at the polls in November of that year. The bill was become so substantially as it stands, and I think will go into effect June 30 next."

RIVERS AND HARBORS. To Make a Hole in the Surplus of About \$25,000,000. NOTHING FOR THE YOUGHIOGHENY, But the Allegheny and Ohio Receive Some Attention, With ANY NUMBER OF UNKNOWN STREAMS. McKinley Believes His Tariff Bill Will Be Passed Just as It Stands.

The river and harbor appropriation bill has been completed. It makes provision for the expenditure of about \$25,000,000. The claims of the Youghiohenny are ignored, but the Ohio and Allegheny are provided for. Quite a number of small creeks have secured appropriations.

(SPECIAL TELEGRAM TO THE DISPATCH.) WASHINGTON, April 17.—The House Committee on Rivers and Harbors have finally completed the preparation of their big annual river and harbor bill. Each section of Congress witnesses the launching of one of these vast appropriation schemes, and the list of places to be improved at the expense of the Government never grows shorter. The bill is of the usual size this year, carrying an appropriation of about \$25,000,000.

This amount has been judiciously distributed throughout the various sections of the country in such a manner as to gratify all sections and secure votes. The meritorious plans of improvement have been taken care of as well as the little creeks and rivers, the improvement of which by the Government is so very important to the political fortunes of the Congressmen.

HARBORS AND LAKES REMEMBERED. The large harbors have been well taken care of, and the vessel interests of the great lakes have been well provided for. One section authorizes the Secretary of War to cause a survey to be made and the approximate cost estimated of dredging narrow portions of the rivers connecting the lakes, so that there will be a continuous channel 20 feet deep and of 400 feet width. The whole great northwestern water route between Buffalo, Chicago and Duluth.

The large sum asked for the improvement of Galveston harbor is omitted from the bill under an agreement. The cost of these and other items, which may be temporary, reduces the apparent aggregate of the bill by a little more than \$2,000,000. Several members of the House report to live in interior towns, have announced their intention to fight the bill on the ground that it is an extravagant one. If any such opposition should arise it will not have much effect.

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HARBORS AND LAKES REMEMBERED. The large harbors have been well taken care of, and the vessel interests of the great lakes have been well provided for. One section authorizes the Secretary of War to cause a survey to be made and the approximate cost estimated of dredging narrow portions of the rivers connecting the lakes, so that there will be a continuous channel 20 feet deep and of 400 feet width. The whole great northwestern water route between Buffalo, Chicago and Duluth.

The large sum asked for the improvement of Galveston harbor is omitted from the bill under an agreement. The cost of these and other items, which may be temporary, reduces the apparent aggregate of the bill by a little more than \$2,000,000. Several members of the House report to live in interior towns, have announced their intention to fight the bill on the ground that it is an extravagant one. If any such opposition should arise it will not have much effect.

SOME OF THE FEATURES. The following gives a few specimens from the long list of out of the way and unheard of projects that are to be carried out at the expense of Uncle Sam, and which are not being made very prominent in the reports sent out in explanation of the various appropriations: Moose A. Bel Bar, Me., \$15,000; Hyman, Md., \$100,000; Outerbank, N. C., \$6,000; Winlaw Bay, S. C., \$100,000; Jekyll Creek, Ga., \$75,000; Choctawhatchee river, Fla., \$12,500; Withlacoochee river, Fla., \$5,000; Oklawaha river, Fla., \$100,000; Oklawaha river, La., \$1,000; Tebeplat and Bayou Phalia (for removal of snags, trees and etc.), \$1,000; Hiwassee river, Tenn., \$1,000; Oupoussa river, Ala., \$200,000; Oklawaha river, Cal., \$45,000; Tolmie, \$200,000; Fox Harbor, mouth of Muskogee river, \$30,000.

THE LOCAL RIVERS. Rivers: Pennsylvania—Allegheny river, \$55,000; dam at Herr's Island, Allegheny river, \$35,000; Ohio river, construction of a movable dam at or below the mouth of the Beaver river, \$250,000; West Virginia—Big Sandy river, \$31,000; Great Kanawha river, \$200,000; Little Kanawha river, \$1,000; Ohio river, \$100,000; falls of the Ohio river, \$60,000; Indiana canal, \$1,000,000.

MISSISSIPPI river, from head of passes to mouth of Ohio river, including salaries and traveling expenses of the project, \$1,000,000; Commission (provided that no portion of this appropriation shall be expended to repair or rebuild levees for the protection of lands or preventing injury to lands or private property by overflows; provided, however, that the quality of the work to be done shall be such as to be in their judgment it should be done as part of their plans to afford care and safety to navigation); also, \$200,000.

MCKINLEY—CONFIDENT. That the Tariff Bill Will Become a Law in Its Present Shape—An Explanation of the Changes Upon Sugar and Hides. (SPECIAL TELEGRAM TO THE DISPATCH.) WASHINGTON, April 17.—If any man, more than another, feels relieved by the completion of the tariff bill, it is Chairman McKinley. He says it has been the hardest work he has ever had to do, because it was not only physically taxing, but extremely annoying mentally.

"We tried as