

GOULD BLOCKS THE WAY.

HE SEEMS TO HAVE THE RAPID-TRANSIT COMMISSION IN FULL CONTROL.

Hopes of an early settlement of the rapid-transit question by the Rapid Transit Commission are again indefinitely deferred. Several announcements have recently been made, upon the authority of President William Steinway, that a route—and presumably a system also—of rapid transit for the west side had substantially been agreed upon and would soon be reported. The first announcement to this effect was made something like a month ago, and it has been repeated from week to week ever since. The last time the announcement was authorized by Mr. Steinway was last week Tuesday, at the time of the meeting at which Philanthropist Jay Gould made his call for eighteen miles of streets for the use of his elevated roads.

Mr. Steinway assured some of the reporters that the commission was substantially agreed upon a route through the west side from the Battery to One Hundred and Twenty-fifth Street, and that all that remained to do was to decide upon the extensions north of One Hundred and Twenty-fifth Street. He felt sure that this would be done within a few days and that a route would be formally resolved upon by the next Friday. But Friday came and went and there was not even a formal meeting of the board. It was said by Commissioner Eugene L. Bushe, Secretary of the board, that no agreement had been reached and that there would be no agreement reached for over a week—perhaps not for two weeks. The members of the commission, he said, has passed Friday afternoon in an inspection of the proposed extensions of a west side line north of One Hundred and Twenty-fifth Street.

People who have been watching the proceedings of the commission have become impressed with the belief that the commission is not acting in an altogether untrammelled and disinterested manner. Soon after the organization of the commission it began to be rumored around that there was too much Jay Gould in the commission; that Drexel, Morgan & Co., represented on the commission by Samuel Spencer, were very large owners and holders of Metropolitan Elevated Railway securities, as well as of other Gould road bonds and securities; that John H. Inman was intimately associated with Gould in several of his larger railroad interests, and that Eugene L. Bushe, as the representative of Tammany Hall, would be found ready, like all good Tammany men, to carry out the will of the bosses.

President Steinway was credited with a sincere purpose to ascertain the right and proper thing to do and to do it. But it is remarked that Mr. Steinway does not seem to have the influence in the board that his position would warrant. Between his occasional prophecies and promises and the subsequent events there have been discrepancies which indicate that matters in the board have not moved just to suit him.

One of the gentlemen who appeared before the commission to press a scheme for other parties said to the reporter some time ago: "All this delay points to the fact, as I believe, that the commission is playing into the hands of Jay Gould. If the Legislature had given him what he asked for—the Battery Park extension and the privilege of such other extensions as the Rapid Transit Commission might have been willing to concede—he probably wouldn't have interfered with anything this commission might have recommended; but when the Legislature rejected his Battery Park extension bill he made up his mind that the city should have nothing that he didn't control, and this commission is going to carry out his wishes. Mark my words—Jay Gould will have a scheme for the extension of the elevated railroad system before that commission before long, and then it will either report some financially impracticable scheme as the best thing it can find and after that has been rejected will turn to the extension of Gould's elevated railroad system as the only means of provision for rapid transit for the city, or will drop all these other schemes without apology and will give Gould just what he wants."

Part of this prophecy was fulfilled with startling suddenness. It was but a few days before Gould appeared before the commission and made his bid for the eighteen miles of streets "necessary for the provision of rapid transit" for New-York City. The officials of the elevated railroad company had denied repeatedly for weeks that any such scheme was in preparation; but the maps, surveys, and engineering computations of the weight, dimensions, and cost per foot and per mile of the proposed extensions showed conclusively that the scheme had been in preparation for this emergency ever since the commission was appointed.

Thus every circumstance indicates that an obstructive minority of the Rapid Transit Commission is so far following the wishes of Jay Gould as to prevent the selection of any scheme of rapid transit and the construction of any road which is likely to conflict and compete with the elevated system.

THE STRIKING FRAMERS.

The master framers' Executive Committee met yesterday at Teutonia Hall and received reports from various buildings. One employer reported that the owner of a building in Ninety-third Street had tried to cancel his contract on that building at the threat of other workmen to strike if union framers, who are on strike, were not employed. The master framer went to the building with a gang of new men and reported himself ready to go on with his work, but found a gang of the strikers whom the owner was going to employ in their places. The master framer said that he was ready to do his work, as called for by the contract, and if he did not let his men work he would hold him, the owner, responsible for the wages of the men.

The owner consulted a lawyer and then told the master framer to go on with his job.

The union paid the strikers their strike-benefit money yesterday, and many of them then went away to celebrate Pfingst Montag. One striker was refused his strike benefit on the ground that he had saved up enough capital to build a couple of frame houses in Greenville, N. J. The man told the union officers that if he could not get any strike benefit he would have to go and earn some money, and he went to the boss framers and applied for work. He was given a job.

THE CONFEDERATE VETERANS.

The Confederate Veteran Camp at New-York, at a recent meeting, adopted a revised constitution and by-laws, and these with a list of officers, members, and committees have been published. Article II. of the constitution contains these words:

"Having long since buried the animosities engendered by the war, it is our desire to extend to our late adversaries in arms, on every fitting occasion, courtesies which characterize intercourse between soldiers and dignify a common citizenship."

Andrew G. Dickinson is Commander; James H. Parker, John J. Garnett, and William W. Flannagan, Lieutenant Commanders; William S. Kelley, Adjutant; Edward Owen, Paymaster; Stephen W. Jones, Quartermaster; Dr. J. H. Shorter, Surgeon; Dr. R. C. M. Page, Assistant Surgeon.

"FRENCHY NO. 1" INDICTED.

Ameer Ben Ali, the Algerian known as "Frenchy No. 1," was indicted under the name of "George Frank" by the Grand Jury yesterday of murder in the first degree, charged with killing Carrie Brown in the East River Hotel. The trial will be held this term of court if possible.