THE PACIFIC RAILROADS.

AUDITOR FRENCH'S REPORT.

THE GENERAL CONDITION AND PROSPECTS OF THE PACIFIC RAILROADS—NEW LEGISLATION RECOMMENDED.

Auditor French gives in his annual report on the Pacific Railroads interesting details regarding the lines in operation and in course of construction. He shows that the Union Pacific is in a flourishing condition, and speaks hopefully of the prospects of all the overland routes.

GREAT RAILROAD ACTIVITY.

STRIKING EVIDENCE OF THE GROWTH OF THE FAR WEST—WHAT THE GREAT OVERLAND LINES ARE DOING.

[GENERAL PRESS DISPATCH.]

WASHINGTON, Dec. 4.—The annual report of Theophilus French, Government Auditor of Railroad Accounts, was made public to-day. He remarks at the outset:

It is gratifying to be able to say that during the last year the condition of all railroad property in the United States has been much improved, more especially that of the railroads west of the Mississippi River. It is still more gratifying to be able to say that among those railroads lying west of the Mississippi, the most marked improvement has been on the great trunk line of the Union and Central Pacific Companies, and of which the United States Government is a creditor to the amount of nearly $60,000,000. Stability of rates, even though rates have been reduced, has given larger earnings, which in turn have enabled liberal expenditures to be made for maintenance and improvement, to the manifest advantage of the traveling public and shippers as well as of the properties themselves.

The principal properties included in the special inspections made this year by Auditor French and A. B. Nichols, the railroad engineer of his office, are those of the Union Pacific, Central Pacific, Southern Pacific, Atlantic and Pacific and Northern Pacific Railroad Companies and of lines connecting therewith, aggregating over 6,000 miles of railroad. Mr. French says:

At no previous time in the history of these great enterprises has the value of the properties been so assured or have their prospects been so good for benefiting their owners, paying their debts and serving the people better and more cheaply.

The Auditor, after referring to the prosperity of the roads in which the Government is interested as creditor or grantor, presents some interesting statistics of the continued improvement in the business of the railroads of the United States as a whole. Summarizing these statistics he says:

For the calendar year 1879, as compared with 1878, the gross earnings of nearly all the railroads in the United States show an increase of $10,000,000, or about 8 per cent; the working expenses show an increase of $7,500,000, or about 2½ per cent; and the net earnings show an increase of $32,500,000, or more than 17 per cent; while the increased mileage has been about 6 per cent, or nearly 4,800 miles. A noticeable feature of this increase of business in the year 1879 is that it occurred nearly altogether on the railroads of the Middle, Western and Southwestern States, the business of those in the Pacific, New-England and Southern States not having materially improved.

EASTERN AND WESTERN ROADS COMPARED.

The Auditor also presents a comparative statement of the business of a certain number of railroads east of the Mississippi, and a comparative statement of other railroads wholly or partially west of the Mississippi, aggregating about 12,000 miles each, from which he deduces the following information:

First—That while the ratio of operating expenses to gross earnings on these Western roads, say 52 per cent, and on the Eastern roads 62 per cent, the Eastern roads have done three times as much work as the Western at only double the cost.

Second—That both these Eastern and Western railroads have reduced their rate per ton per mile 14 per cent and passenger rates about 7 per cent on an average.

Third—That the average travel, both of freight and passengers, on the Western is nearly double that on the Eastern roads.

Fourth—That the average rate per ton per mile on the Eastern roads is down to the very low price of less than nine tenths of a cent, and the rate per passenger per mile is down to 2⅛ cents.

The respective financial conditions of the various Pacific railroad companies, all exhibited by Auditor French with great minuteness, and the results of the official inspection of their roads, rolling stock and lands, are also set forth in detail. The total receipts of the Union Pacific Railroad Company for the year ended June 30, 1880, are $22,468,441 16; total expenditures, $14,198,725 77. The assets of the company on June 30, 1880, are reported to have aggregated $201,942,468 89, and the total liabilities at that date are reported at $199,967,729 50, showing a surplus balance of $1,974,739 39. The road controls 2,490 miles of branch and feeding lines, which added to the 1,815 miles of main property, gives 4,305 miles owned and controlled, although not all operated, by the company. If there is any way by which these branch properties could be merged in or consolidated with the main property it would be desirable, so that in any event or contingency the main property could not be deprived of these valuable feeders.

The total receipts of the Central Pacific Company for the year ended June 30, 1880, were $18,731,574 24; total expenditures, $16,727,032 42; the liabilities of the Central Pacific Company on June 30, 1880, are reported as amounting to $171,496,290 35 and the assets are reported as aggregating $165,067,473 51, showing a balance deficit of $6,428,816 84.

From statements given showing the financial condition of the other two subsidized Pacific Railroad Companies, it appears that the following deficits in "income or profit and loss accounts" existed on June 30, 1880: Central Branch, Union Pacific, $1,996,376 53; Sioux City and Pacific, $1,081,220 10. Contrasting these deficits and that of the Central Pacific Company with the $1,974,739 39 surplus of the Union Pacific Company, Auditor French remarks that "the Union Pacific Company on June 30, 1880, virtually was in condition to pay the entire debt which it owes the Government as well as a 4 per cent dividend on its capital stock." He adds: "The statements of liabilities of the companies contain an item 'interest on United States bonds,' as well as the principal of the United States subsidy bonds. This item of interest, stated as a liability, is not due until the maturity of the bonds, ranging from 1895 to 1899, and the surplus and deficits named are based upon the statement of this interest owing by the companies; the amounts for each company to June 30, 1880, are as follows:

Union Pacific	$25,050,071 34
Central Pacific	20,106,781 81
Central Branch, Union Pacific	1,261,808 26
Sioux City and Pacific	1,171,199 89
Total	$47,589,861 30

In addition to this large amount of interest already paid by the United States, less the amount retained and applied to its repayment, the Government will pay, and the several companies are responsible for the annual interest for the remaining term of the loan, say, seventeen years, at $3,877,410 72 per year, amounting to nearly $66,000,000. In regard to the "Central Branch Union Pacific" road (a controlling interest in which is now owned by the Union Pacific Company), the report says:

"The business of the road for the past year has largely increased over that of previous years, and if crops are good during the coming year still better results may be expected."

The Auditor reports in detail the disposition of the amounts received from the Pacific Railroad Companies under the requirements of the Thurman Sinking Fund Law as 25 per cent of their net earnings.

THE NEW PACIFIC ROUTE.

In regard to the new overland route via New-Mexico and its probable effect on the business of the old Pacific Roads the auditor says: "The Atchison, Topeka and Santa Fe Railroad Company advertises the opening of this new overland route to the Pacific as likely to take place on or about January 1, 1881. The Rio Mimbres has been reached by the Southern Pacific graders, and the road will soon be open for operation to that point—1,198 miles from San Francisco. The Atchison Topeka and Santa Fe track has been laid to a point 125 miles south of Albuquerque on the Rio Grande. The gap on November 1, 1880, was probably not more than 100 miles, which will be laid by the two companies and brought into operation by the time advertised. The opening of this new route is pregnant with important questions, all of which cannot now be discussed. If distance, cost of operation and profits controlled rates in the strife for business, the old route would have nothing to fear from such legitimate competition. After showing that the old route has an advantage over the new of 432 miles in distance between Chicago and San Francisco, and over 300 and 234 miles respectively in the distances to San Francisco from St. Louis and Kansas City, Mr. French continues: "Distance in these cases necessarily adds to cost and reduces profits. But aside from that, the operating expenses of the main line of the old route are much lower in proportion to earnings and probably lower in actual cost per passenger and per ton per mile than they can ever be on the line from Pueblo to Goshen—nearly 1,500 miles of country with little local business and a scarcity of both water and fuel—true, without obstruction from snow, but often obstructed in other ways."

Auditor French speculates on the loss which the opening of the new route may cause in the transportation business of the Union Pacific Railroad, and considers the proposed consolidation of the Central and Union Pacific system of railroads—including the Southern Pacific. He says that the charter act authorizes such a consolidation to be made if the companies choose to do so, and that it may be advisable.

CERTAIN LEASES INVALID.

Auditor French says: "The charter acts of the several Pacific railroad companies—Union Pacific, Northern Pacific, Atlantic and Pacific and Texas and Pacific—do not give any authority or power to lease away any of their property or franchises, or to acquire by lease from any other company or person the right to operate other property; and under a decision of the Supreme Court any such leases should be rescinded and cancelled. The telegraph, express and other contracts in which the legitimate business of a railroad company has been leased to others, must apparently be cancelled under this decision. There is a reasonable doubt, however, as to the sleeping-car and hotel-car business, the transportation of passengers being the legitimate business of the carrier, not the sleeping or eating conveniences which passengers may or may not require."

THE NORTHERN PACIFIC RAILROAD.

Considerable space is devoted to the present condition and prospects of the Northern Pacific Railroad. After criticising the past management in some particulars, especially the placing of piecemeal mortgages upon its property instead of taking advantage (as it has now done) of the Congressional authority to mortgage its entire property, Auditor French says:

"It is assuring, however, to know that a new departure has been taken under the vigorous leadership of the present able presiding officer of the company, and that the most energetic means will be adopted to push the whole work with vigor during the coming year. Congress, having given the company the right to mortgage all its property and rights of property, which it would seem beyond question must include the lands granted, reserving only the right to 'alter and amend' (not to repeal), and with due regard to the rights of said company, and any other parties, will hardly be disposed to interfere in any way with the work of completion of this great undertaking."

The progress already made in the work of construction is exhibited by the following table:

	Miles.		Miles.
In operation	855	Not finally located	720
Constructed and ready for operation	87	Not located	250
Under construction	247	Projected	250
Partially located	340	Total	2,619

The estimated area of the grant of public lands to this company is 42,000,000 acres. The sales to date have averaged $3 50 per acre and have yielded upward of $9,000,000.

Mr. French adds: "So far as seen the lands granted to this company are worth much above the average of those granted to the other Pacific Railroad Companies. In Minnesota, in Washington Territory and in Montana the timber lands embraced in the grant will be undoubtedly of great value when the railroad is built—without the road, their value is more nominal than real; and the same may be said of their coal lands in Dakota and Washington Territories. From Fargo, on the Red River of the North to the Little Missouri, a distance of 350 miles, all in the Territory of Dakota, lie about 1,000,000 acres of the company's lands, all of which is probably as good an average quality of wheat land as can be found anywhere. From Ainsworth to Spokane Falls, in Washington Territory, about 125 miles, probably two thirds of the land is equally good for wheat as that found in Dakota, being much the same as that in the vicinity of Walla Walla now celebrated for the excellence of both the quantity and quality of the crops.

The financial condition of the company on June 30, 1880, is exhibited by tables reporting the liabilities at $99,350,349 [illegible] than the assets, which are valued at $107,050,695. The gross receipts during the fiscal year were $6,639,324, and the total expenditures were $5,412,804, showing a surplus of $1,226,520.

The "reversionary interest" of the Atlantic and Pacific Railroad Companies is referred to, and attention is invited to the recent opinion of Attorney-General Devens declaring that "the grant to the railroad has not been forfeited by its failure to build its road within the time named in the act, no action by reason of its failure having been taken by authority of Congress," and that it has still a right to proceed to construct the road.

The Auditor states that the Texas Pacific Railroad Company has 484 miles of road in operation and 575 miles under contract, and then gives the financial exhibits of its ninth annual report, which was widely published a few months ago.

Auditor French renews the recommendations for the creation of a bureau of railroad affairs with various enlarged powers in regard to the transaction of Government business with the railroads. He also recommends legislation to insure a plain and uniform system of reports from all companies doing inter-State business, and suggests inquiries into the cause of accidents. He also suggests that all common carriers engaged in transporting passengers and freight from one state or territory to another State or territory of the United States, shall be authorized to charge and receive for said service such compensation as the way fix from time to time, provided that no discrimination is made. In case the law is violated the person injured should be authorized to sue United States Court.

LEIGHTON AWAITING SENTENCE.

THE CONVICTED MURDERER IN HIS CELL.

HIS APPEARANCE AND MANNER—WHAT HE THINKS OF THE EVIDENCE UPON WHICH HE WAS CONVICTED—SENTENCE LIKELY TO BE PRONOUNCED TO-MORROW.

In a narrow, gloomy cell at the Tombs prison, a tall, slender man was pacing nervously to and fro yesterday afternoon. Occasionally he paused, and, leaning against the massive wall of the cell, passed his hand over his forehead as if to dispel unwelcome thoughts. Of these there could have been no lack, for the man was Augustus D. Leighton, the convicted murderer, who is awaiting sentence of death. Probably to-morrow he will hear his doom. Yet the face, often turned wistfully toward the prison door did not seem that of a murderer. The head was small, and the complexion nearly white, with a slight yellowish tinge. The pallor of the face was rendered still more noticeable by black hair, heavily marked dark eyebrows and dark eyes. The hair and eyebrows contrasted strongly with a bristling reddish moustache. No graver charge could be brought against the face than that of seeming somewhat weak and sensual. There were no signs of ungovernable ferocity, and even the appearance of craftiness, sometimes given by the restless dark eyes, was relieved by the expression of care and sorrow.

An attendant approached the door of the cell with a request for some articles of bedding. Leighton paused, and silently gathering up the sheets from his cot, aided the burly negro outside in pulling them through the bars of the cell door. The door remained closed, still shutting him off from all those around him. Some careless words from the attendant passed unnoticed. Then the doomed man turned his back on the door and looked long and eagerly up at the grated window of his cell. Through the iron bars he could catch faint glimpses of the blue sky and the golden sunlight. But the bars and massive stone walls still surrounded him, and, as if suddenly reminded of his position, he shivered a little and resumed his walk. It was the hour of exercise in the prison. In the corridors overhead men in a long file were heavily tramping around, and all ages and gradations of guilt were represented, from the gray-haired convict to the mere boy who had taken his first step in crime. Disjointed bits of talk and even occasional sounds of laughter came floating down into "Murderers' Row," but Leighton seemed dead to everything about him, buried in his own thoughts and forebodings. His cell, No. 5, like others in this ground tier, has a dismal history. Pietro Ballo occupied this cell until a day or two before his death, and Chastine Cox was also confined here. From the next cell, No. 4, now empty, twenty-four human beings have gone to meet their fate on the scaffold. In cells near Leighton thirteen persons are awaiting trial for murder.

"Leighton has been very sad since his trial," said a keeper. "It was a terrible blow to him, and he hasn't recovered yet. He's very quiet, and naturally very much cast down. He seems apathetic sometimes. He doesn't read, and doesn't do much of anything; seems to be thinking all the time. It isn't to be wondered at that he doesn't eat much now, but he'll come to somewhat, I guess, after the first of the shock has worn off. There's a keeper sits near the cell door night and day looking out for all the cells in this row. Leighton will probably be sentenced Monday. Of course, his counsel are making efforts for another trial, but—" and the old keeper shook his head significantly. "Would you like to speak with Leighton?" he asked, and approaching the cell door, said: "Leighton, here's a visitor for you."

The prisoner walked slowly to the door and leaned against the wall. His head was bent and his eyes fixed upon the floor at his feet.

"Is there anything you would like to say in regard to your trial?" asked THE TRIBUNE reporter.

Leighton answered in a slow, dull manner, frequently pressing his hand upon his forehead. At first words and action seemed mechanical.

"I am satisfied with what my counsel did," he said. "I think the District-Attorney went out of his way as regards the evidence. He tried to make out that I was actuated by jealousy and produced that effect on the jury."

Leighton's language was good and showed considerable education. As he continued speaking he shook off the lethargy that had hung over him and became more animated.

"I believe injustice has been done me," he went on. "I have done wrong, I know, and I should be severely punished, but I hope the right and justice of this matter will come out somewhere—if not here. The chief witnesses who convicted me are in the employ of or connected with Mrs. Miller, and I believe they were paid by her in some way for swearing as they did. That black scoundrel, Henry Smith, swore that I told him that I was going to kill Mary"—there was a slight tremor in his voice as he spoke of the killing—"now is it likely that if I was going to kill her I'd tell a man like that—a man I wasn't even intimate with, and who I knew was a friend of Mrs. Miller? These women, and the men that are worse, were all influenced in their testimony, and they told what they knew to be false. Now they have no character whatever. I've had a character without stain all my life, but my word is of no account compared with theirs. I never used a deadly weapon nor carried one. That day God knows how I happened to have one. I'm not tempered—that always was my fault—and I struck before I thought. I convicted myself in my testimony, as you might say, and I told the truth even against myself. I acknowledged talking to Smith, but I never did say what he swore to. I suppose there will be some further efforts in my behalf, and I hope justice will be done."

"Yes, my health's pretty good," in answer to another question. "I don't sleep very well. It has been a terrible strain all through. I don't know how I've stood it. But my will has kept me up and my will will keep me firm even to the last"—and there was a little calm in the poor man's voice. He stopped speaking and turned away.

NAVAL INTELLIGENCE.

WASHINGTON, Dec. 4.—Commander Evans has been ordered to duty as Equipment Officer at the Washington Navy Yard. Commander Taylor has been ordered to command the training-ship Saratoga. Rear-Admiral Clitz, commanding the United States Naval forces on the Asiatic Station, has forwarded to the Navy Department a report of the commander of the United States steamer Swatara dated Yokohama, Japan, October 23, in which mention is made of a gallant rescue by Midshipman Beale, who by leaping into the sea saved the life of the warrant officer of the steamer Yokoska.

Under date of November 5, Rear-Admiral Clitz reports to the Navy Department as follows:

I will leave this port with the flagship Richmond November 7 for Kobe, Nagasaki and Shanghai, China. The Swatara will remain in Japanese waters to look after American interests. The Monocacy is now at Shanghai. Repairs upon her, under the direction of Naval Constructor Much, are being made satisfactorily. The Ashuelot encountered a severe gale at Chefoo September 29, during which her rudder and machinery were somewhat damaged. Temporary repairs were at once made, and she has been ordered to Shanghai, with the Alert as convoy. Her decks having been found to be in a very leaky condition, Naval Constructor Much has been directed to make an examination of them. The Palos left Kobe October 5, arriving at Nagasaki October 7, and was to leave for Shanghai October 19. She has been ordered to leave Shanghai and winter at Tientsin.

On October 22, accompanied by a suite composed of six officers of this ship, I had the honor of an audience with the Emperor of Japan. On October 31 the anniversary of the birth of the King of Portugal was celebrated. This ship participated by dressing ship and by firing at noon a salute of twenty-one guns. On November 3 was celebrated in a similar manner the anniversary of the birth of the Emperor of Japan. At the request of our Minister, and their being no immediate necessity for my presence in Chinese waters, I have delayed my departure from this port, in order to participate in the latter celebration. Through general sources of information I have to report that the state of affairs in China is quiet.

LOCAL MISCELLANY.

RESULTS OF THE BERNHARDT SEASON.

DEPARTURE OF THE COMPANY FOR BOSTON—THE SEASON AS VIEWED FROM THE BOX OFFICE—A TALK WITH MR. ABBEY.

The engagement of Mlle. Bernhardt at Booth's Theatre closed last night, and this evening at 10 o'clock she and her company will leave this city for Boston. A TRIBUNE reporter called upon Mr. Abbey yesterday to ask how her engagement had resulted.

"One of the greatest results," Mr. Abbey said, "is the convincing proof the engagement has given that the public is disposed to encourage any venture which promises a really good and novel entertainment. Bringing over Mlle. Bernhardt and her company was an experiment. Foreign companies have been brought here before, it is true; but in this case, there was one point which made success doubtful. In her own country, Mlle. Bernhardt has always appeared simply as a member of the Comedie Francaise company. Her first great success in London was with that company, and a large measure of her success there seemed to be due to the fact that she was surrounded by such admirable artists as M. Got and M. Coquelin. Her second appearance in London, unsupported by that company, was not so great a success. Hence bringing her over here alone, and relying upon her single name to draw audiences, was an experiment. I confess I had many misgivings after I had made the engagement. I knew her great power; but would the Americans recognize it? Could she convey to them through the medium of a foreign tongue the effect of her wonderful inspiration? Would they appreciate all the delicate shadings and peculiar mannerisms that combine to make the charm of her acting? Then again she was the most advertised woman in the world. That is a dangerous thing to be. The public has its expectations raised to the very highest pitch. Suppose the artist fails to reach the level of public anticipation; empty seats and ruin are the consequences. But, in spite of all, Mlle. Bernhardt has triumphed. Her engagement here has been one long succession of conquests, and I have no fear of her winning favor in other cities."

"Is she not a very expensive attraction?"

"No, not at all. I consider her the cheapest attraction I could have. Of course, the expenses are large; but so are the profits. Ordinary attractions sometimes play to a poor house; Bernhardt never does. She always makes money, even when she does the worst business. I pay her and her company double what they get in France; but then they really need it. It costs them twice as much to live here; for they are unacquainted with the ways of the country and are unable to live as cheaply as our own people. But even at that price the profits are large. Grand opera would not pay me so well. In that I should have to pay large salaries to a number of artists. In this I pay one person a large sum, and her name fills the house. I have no expenses in the way of wood-cuts and lithographs. Bernhardt's name in large letters is the only bill I need. The photographers have made her face known long ago."

"Do you anticipate as large a business elsewhere as here?"

"Oh, yes, larger. Many people stayed away until the last week here, and then found themselves unable to get seats. The news of her triumph has been telegraphed all over the land, and wherever I go I shall find the public ready and eager to see her. In Boston the tremendous advance sale already proves this. Without doubt in the two weeks she is in Boston she will play to considerably more than half of what she has drawn in four weeks here. The theatre there is large, though not so large as Booth's, and the advance sale is more than $10,000. In Philadelphia, too, the prospects are large."

"What do you think of the engagement here from an artistic point of view?"

"Well, Mlle. Bernhardt has clearly shown to the New-York public the difference between French and American art. In that sense, too, the engagement was experimental. It was an experiment to introduce to the Americans a form of art to which they were totally unaccustomed. The French actors and actresses are great students, and most of their stage business and readings are the result of long and faithful study. They seldom do anything from the impulse of the moment. The New-York public has recognized this fact and has thoroughly appreciated the conscientiousness of Mlle. Bernhardt."

"What plays have drawn the best houses?"

"'Camille' and 'Fron-Fron.' They are better known to Americans than the other plays in Mlle. Bernhardt's repertory. The audiences have been able to follow them more readily without the aid of a libretto. The stories of these plays are familiar to all, and the mere announcement of them was a good advertisement."

"Can you give some idea of the financial result of the engagement?"

"Oh, yes. Over 25,000 people have seen the performances, and we have taken in about $100,000. Our largest house was $7,000, or perhaps a little more; and our worst was $3,000. If I knew what speculators had made outside, I could tell you more accurately what the public has spent."

The following are the exact receipts:

First Week.		*Third Week.*	
Nov. 8, Adrienne	$5,634	Nov. 22, Fron Fron	$3,724
Nov. 9, Adrienne	3,651	Nov. 23, Phaedre	3,425
Nov. 10, Fron-Fron	3,220	Nov. 24, Camille	3,587
Nov. 11, Fron Fron	3,705	Nov. 25, Sphinx	2,919
Nov. 12, Fron-Fron	3,929	Nov. 26, Sphinx	3,444
Nov. 13, Adrienne	3,752	Nov. 27, Camille	5,015
Total	$23,882	Total	$22,116
Second Week.		*Fourth Week.*	
Nov. 15, Camille	$3,676	Nov. 29, Hernani	$2,369
Nov. 16, Camille	4,129	Nov. 30, Fron-Fron	4,331
Nov. 17, Camille	4,465	Dec. 1, Camille	4,876
Nov. 18, Hernani	3,976	Dec. 2, Phaedre	3,422
Nov. 19, Hernani	4,318	Dec. 3, Sphinx	3,669
Nov. 20, Fron-Fron	4,404	Dec. 4, (last eve'g)	3,574
Total	$24,959	Total	$27,985
Grand total			98,942

Mr. Abbey was standing in the entrance of Booth's Theatre yesterday afternoon when a young woman clad in a black alpaca dress and an imitation seal-skin sacque, approached him.

"Is this Mr. Abbey?" she inquired.

"Yes," was the reply. "What can I do for you, mademoiselle?"

"Well, sir," she said, dropping her eyes. "I am very poor, but I want to see Mlle. Bernhardt very much indeed. I paint a little, and I have brought you this miniature of Mlle. Bernhardt to see if you would accept it in exchange for a seat."

The novelty of the proposition struck Mr. Abbey. He examined the picture, and at once came to the conclusion that it was a real bit of art. He stepped to the box-office and selecting a good seat handed it to the young woman, who departed smiling happily over her good fortune. Mr. Abbey, however, does not make a business of that kind of exchange.

COMPLAINTS FROM THE STEERAGE.

The steamship Ville de Marseilles, which arrived Friday, brought 293 steerage passengers, most of whom were immigrants from France, Germany and Switzerland. A complaint was presented to the Commissioners of Emigration yesterday, which was drawn up several days before the arrival of the steamer and signed by 181 of the steerage passengers. In this complaint it was alleged that the passengers received inhuman treatment on the voyage; for six days they had no bread to eat; crackers were served them that were full of vermin; although soup or tea, with bread and butter, was prescribed in the bill of fare for breakfast, neither was furnished; and for dinner or supper they were sometimes given nothing except boiled potatoes without salt. The floor of the steerage was in a filthy condition.

An investigation of the charges was held yesterday afternoon by Commissioners Ulrich and Hanselt, at Castle Garden. Louis de Bebian, the agent of the French Company, Captain Nouvellon, the purser and the ship's physician were present. Captain Nouvellon admitted that biscuits were brought him which were bad, but he at once provided good bread. For two days the weather was so rough that it was impossible to bake bread, and other provision was made for the passengers instead. The supply of vegetables was made short by the sea breaking into the apartment where they were kept and destroying the greater part of them. There were separate compartments for the sexes, but some of the women insisted on going where the men were. Every morning half of the crew was sent to clean up the floor of the steerage.

Herman Dupont, one of the immigrants, said that all the charges in the co plaint were true, and others of the steerage passengers also testified.

DELAY IN THE MAILS.

Nearly every important railway train has been behind time for several days, and much confusion has resulted in the Post Office in consequence. Yesterday the mails from the north were from one to two hours late, and those by the Pennsylvania road were nearly three hours behind time. Incoming mail matter is at this season very heavy, and the clerical force in the Post Office is not sufficiently large to make satisfactory deliveries. Postmaster James said yesterday that all he could do was to make the best of matters as they existed, the appropriation for the service having expired.

THE LORD WITH MANY ALIASES.

On the complaint of Alfred G. P. Speyer, of No. 415 West Twenty-third-st., C. Felham Clinton, alias Sir Hugh Courtenay, alias A. Coningham Dennison, alias Lord Maurice La Pierre Beresford, was yesterday held for examination by Justice Smith, at the Jefferson Market Police Court, in default of $1,000 bail. Mr. Speyer charges that on January 30, 1880, Clinton came to his office, and making representations which he now believes to be false, induced him to loan him $100. When called upon to answer the charge, Clinton said: "Can't I have this postponed, Judge? I am so utterly helpless in this matter I don't know what to do. I wish to see the British Consul or Ambassador." He was told that he would have ample time to see anyone he wished, and gave his name as Charles Felham Clinton. When asked where he lived, he replied: "I do not belong in the city, and I am now stopping at Police Headquarters. I was going out of town the day I was arrested." He said that he was a clerk by occupation, and pleaded not guilty. He refused to sign his name to the examination, and was then locked up to await examination.

ROUGH WEATHER AT SEA.

ARRIVAL OF SEVERAL OVERDUE STEAMERS.

Several more of the overdue steamers arrived yesterday. One of these was the Herder, from Hamburg, which was due Tuesday. Her voyage lasted thirteen days and was exceedingly tempestuous. She encountered strong westerly gales and heavy seas all the way. On November 28 she fell in with the schooner Lady Louisa, of S. Johns, from Harbor Grace, Newfoundland, for Bristol, with a cargo of fish and oil. The vessel was in distress, and the crew was taken off in a life-boat. The Herder also passed November 20, in latitude 45° 4', longitude 52° 44', the bark Mogul, from Glasgow, which was a total wreck and has been abandoned.

The Scythia also arrived from Liverpool, five days behind time. During nine days of the voyage she encountered continuous head winds, and high seas that frequently broke over the bow of the ship. On several days there were strong gales that made it impossible to make much headway.

The Abyssinia, from Liverpool, due Tuesday, came safely into port after a voyage of unusual roughness. Bad weather and high seas were encountered during the whole of the voyage. The Holland, from London, due November 25, also arrives after a long and tempestuous voyage.

The schooner Lady Louise, from which the crew was rescued by the steamship Herder, was struck by a heavy sea on the night of November 22. The rudder was torn away and everything movable swept from the deck. While the crew was engaged in attempting to provide some way for guiding the ship the jibboom swung around and knocked holes in the bow. The pumps had to be worked every half hour to keep the vessel free of water. On November 24 the topmast and the main rail fore and aft were carried away. When the Herder came in sight the vessel was perfectly helpless. Owing to the high sea that was running the men had great difficulty in getting into the life-boat sent to take them off. The captain, Thomas Pike, said yesterday that the condition of the vessel was constantly growing worse, and that it was in imminent danger of going to pieces. The schooner was 1,092 tons burthen, and the cargo of fish and oil was worth about $15,000. There were also some furs on board.

A SAD PROSPECT FOR COUNTRY CLERGYMEN.

An out of town clergyman needed a servant, but all the young women in his village were too ambitious. They were either students at a neighboring seminary or teaching district schools. An advertisement brought relief, and forwarding it to a TRIBUNE reporter whom he knew, the clergyman requested him to send the woman by the next train. On calling at the number indicated, the first impression received was that a window needed raising; the next, that the dog catchers had slighted their duties; but at last the door was left ajar, the dog ceased barking, and the proper person was seen. The references being satisfactory and the wages and situation desirable, the minister's household would have cause to rejoice at the reporter's success. The woman was to leave the city the next morning, but late that evening came the agent of the intelligence office to say that a niece's sudden illness had made the servant cancel her engagement; he added, however, that there was another woman really better than the first one, who was perfectly competent to rule or serve from basement to attic, and that he would have her at the depot to take the train on which the first girl was to go. After waiting till the train had gone, the reporter called at the intelligence office, and was told that the manager had forgotten to inform the woman that she was needed. Taking her address, the reporter, after climbing several pairs of dark stairs, reached the top floor of a rear tenement house, where in a small room were eight servant girls waiting for places. All day long they sit in offices paying $1 per three months for the privilege; at this lodging house they board themselves and pay $1 a week for a place to sleep.

"Where is it ye want me to go?" said the woman who had been forgotten. "To a parsonage in a country village." "Is it in Jersey?" "No, in Central New-York." "Share, and it's away in the woods ye'd be after takin' me to."

Failing to convince her that in some parts of New-York State there were small clearings, another aspirant was tried.

"Has the priest a housekeeper?" "He has." "I think I see myself being bossed about by any old woman."

With admiration for her resolution, but no desire for her as a servant, one more girl, who was eager to obtain a place, was asked to accept the offered position. "No thank ye, no minister for me, with his dozen shirts to be washed and ironed every week. Not to speak of collars, cuffs, and cravats. Besides, I don't like children bothering me, nor have a cross housekeeper to find fault with me, nor—" "Good day," said the bewildered reporter as he left the rooms, and hastening to the nearest telegraph office, he informed the minister that no servant girl in New-York would go above Harlem Bridge unless she could become the "mistress of the manse."

ALLEGED BREACH OF PROMISE.

Miss Nettie Ettinger, a pretty girl, who was fifteen years old in February, and who lives with her mother at No. 386 Grand-st., through her mother as guardian, has brought a suit in the Supreme Court against Moses Sands, who keeps a liquor store at No. 178 Canal-st., for alleged breach of promise of marriage and betrayal, claiming $20,000 damages. Her complaint was presented to Judge Donohue, who issued an order of arrest against Sands; he was arrested by the Sheriff and released on $5,000 bonds. The girl alleges that she was introduced to Sands in the latter part of January, and that he visited her frequently at her home and became a suitor to her hand. He promised in February to marry her, and in March, after repeated promises, succeeded in betraying her by force. She believes that she was drugged. Since then, she alleges, he frequently promised to marry her, but put it off from day to day with excuses.

An affidavit of Margaret Ettinger, the mother of the complainant, was also submitted. She alleges that in February Sands called upon her and stated that he loved her daughter ardently and desired to make her his wife; she protested that her daughter was too young, but suggested that they could engage themselves and defer marriage for some months. Sands promised to act upon the suggestion.

A CHILD'S BODY KEPT IN A CELLAR.

An anonymous communication, written in lead pencil on a dirty slip of paper, was received by Dr. Negle, of the Bureau of Vital Statistics, yesterday morning, complaining that William J. Grady, an undertaker occupying the ground floor and basement of No. 230 First-ave., was in the habit of keeping dead bodies for a long time in his cellar. The case was put into the hands of Dr. Day, who sent a police officer to the place. The officer found the dead body of a child two days old boxed up in the cellar and in a state of putrefaction. The undertaker said that about two months ago—that is, two or three days after the child's death—he gave the body with a regular burial permit to one of his employes with orders to bury it in Calvary Cemetery. These orders he supposed had been executed. A few days ago he discharged this employe, who threatened to "get square" with him. Day before yesterday a car-conductor came to the undertaker and told him that a man who rode with him the night before had said that there were several dead bodies in his cellar. Mr. Grady says that he then went into the cellar, and for the first time discovered that the child's body was there. Dr. Day decided to call the undertaker before the Board of Health.

SEVENTH REGIMENT BALL.

For the "Inauguration Ball," at the new Armory of the Seventh Regiment, on Wednesday, December 15, invitations have been sent to President Hayes, Generals Garfield, Hancock, Sherman, Schofield, Grant, and Arthur, Commodore Cooper, Governor Cornell, Secretary Evarts, and Mayor Cooper. Complimentary tickets have been issued to the officers of the Army and Navy stationed in New-York and vicinity, and to the Army officers at West Point and to the general and field officers of the National Guard in New-York and Brooklyn. The third floor of the Armory will be used as the supper rooms, and will be in charge of Delmonico. The two bands of music will be under the direction of C. W. Wernig, the bandmaster of the regiment. All parts of the Armory will be completed before the ball, and will be open and in use. The balcony seats will be sold at auction at the Armory, Saturday evening, December 11, at 8 p. m.

ARRESTED ON THE CHARGE OF MURDER.

Robert Corse, colored, about thirty years of age, who is well known to the Queens and Suffolk County authorities as a desperate person, was arrested last evening by Officer Wright, of Freeport, at East New-York, just as he stepped from the 6 o'clock train on the Long Island Railroad from Jamaica, on the charge of complicity in the murder of Louis Schmadt, and the burning of Mr. Martin's buildings at Amityville in June. When the officer placed his hand upon the prisoner's shoulder he said, "Bob, I want you." Corse replied: "You have got me at last," and then made a desperate attempt to escape. Two of the New-Lots police came to Wright's assistance, and Corse was quickly overpowered and locked up. He will be taken to Amityville Monday for examination.

OBELISKS AND PYRAMIDS.

Professor E. D. Lindsey delivered one of the free course of lectures at Cooper Institute last night, the great hall being well filled. His subject was "The Obelisk and its Kindred." Peter Cooper occupied a seat upon the stage. The lecture was illustrated by stereopticon views. Professor Lindsey spoke of the age of the obelisk and of its significance as the symbol of the sun. Before the temples of the sun obelisks stood in pairs, covered with bronze, or gold or copper at the apex. The oldest obelisk is that of Osoriesen, at Heliopolis. This obelisk is a few feet shorter than that to be set up in Central Park. A description of various obelisks was then given, and the representations of them upon the screen were received with evident satisfaction by the audience.

The origin of the scheme for bringing the monolith to America was related by the lecturer, and a sketch was given of the method of its transportation. Enormous pins were strapped to the obelisk, so that it looked like a great square cannon. Two frames of wrought iron were constructed. It was swung to a horizontal position with some crashing, but no breaking. On blocks of wood it was inserted into the bow of the Dessoug. Descriptions were given of the obelisks of Constantinople, Saits, Luxor, Paris, S. Maria Maggiore, and the Vatican at Rome. Forty-seven different obelisks are known. One-half are of red granite. Then followed views and descriptions of the pyramids, from which Professor Lindsey thinks the shape of the obelisk is derived, which in turn suggested the Greek column of the Doric style. Its influence is seen also in pillars and columns and monuments of modern times, in campanile, minaret, shaft, spire and tower. In closing Professor Lindsey said that he trusted that the obelisk of New-York would show what beauty lies in simplicity, and that he hoped it would stand in Central Park and raise a finger against the desecration of the park for such a purpose as a great International Fair.

NEW QUARTERS FOR A DEPARTMENT.

The new quarters of the Department of Public Works, at No. 31 Chambers-st., are almost ready for occupancy. The entire building will be occupied. The rooms in the City Hall at present used by the department some time ago were assigned to the Marine Court. The Chambers-st. building is five stories in height in Chambers-st., a basement story in Reade-st. It is 30 feet wide and 150 feet in depth. It has been leased for five years at an annual rental of $12,500. It has now been put in complete order at the expense of the owner.

The basement contains the boiler and engines, and will also be used for the storage of materials. The first floor on the Chambers-st. front will be occupied by the Water Register. The business of this bureau is steadily increasing, and there was need of more room for it. The Bureau of Street Improvements will have its quarters on this floor on the Reade-st. side. A large fireproof vault, built up from the basement to the first floor, will be used for storing plans and estimates of street openings. On the second floor are the rooms of Commissioner Campbell, the Deputy Commissioner, Chief Clerk and bookkeepers. The third floor is devoted to the Bureau of Sewers. The fourth floor will be devoted to the Bureaus of Boulevards, Roads and Avenues, Repairs and Supplies, Lamps and Gas, Supplies of Water to Shipping and Encumbrances. The upper floor will be used by the corps of draftsmen. An elevator runs from the first floor in Reade-st. to the upper floor. The Department will take possession this week.

TWO PROPOSED ATLANTIC CABLES.

It is reported that a company,