STILL PAYING DIVIDENDS.

SOME STRIKING FACTS ABOUT INSURANCE.

COMPANIES THAT HAVE WEATHERED THE STORM BRAVELY.

The hue and cry raised over the great fire losses of 1884 lead everybody to suppose that when the insurance companies came to make their annual statements, as required by law, they would not be unlike the incoming ships in January that bear evidence of rough weather, with decks and cordage coated with ice, and occasionally a boat torn from the davits. From reports filed with the Department at Albany of 115 companies it does not appear that any one of them has been seriously damaged.

The Insurance Company of North America, a Pennsylvania company, having a larger amount of assets than any other in the country—$9,087,235—paid its dividend of $600,000 composedly, on a capital of $3,000,000, and after providing for unearned premiums to the amount of $1,972,454 it still had on the first day of the year a net surplus of $3,128,880. In other words the shrinkage on surplus during the year amounted only to $5,331.

The Ætna of Hartford, whose gross assets amount to $9,013,517, with a capital stock, which is included of course, of $4,000,000, did not have so prosperous a year. On December 31, 1883, its net surplus amounted to $3,269,458. This has suffered a shrinkage of $304,977 to $2,964,491; but the stockholders drew out the handsome sum of $720,000 in dividends. Passing to the next great company, the Home of New-York, with assets of $7,395,091, it appears that on December 31, 1883, the net surplus was $1,663,134, and one year later it stood at $1,141,727, a difference of $511,407. The loss rate of the Home, however, was only slightly in excess of that of the average of 115 American and foreign companies that have filed their statements at Albany, namely, 64.5 per cent, while the average of all these companies was 62.6 per cent. The probabilities are that the shrinkage in the Home's surplus is chargeable chiefly to two causes, a shrinkage in the value of stocks and to increased expenses; the expense of management figuring at 48.4. A large item in the expense account was the purchase of the business of the American Insurance Company of Chicago, a company doing an immense farm business on the installment premium plan, the absorption no doubt proving an excellent investment.

The German American Insurance Company, with assets of $4,221,337, shows a net surplus of $1,689,894, whereas at the close of '83 it was $1,685,010; in other words, there was a gain in spite of excessive fires. The surplus of the Niagara is $331,448, a gain over last year. The Phenix of Brooklyn, shows a net surplus of $640,991, against $686,160 of the previous year, not enough to account for depreciation in stocks or anything like it.

With an average loss ratio of 62.5 per cent, and an average expense of 35 per cent, it can readily be seen that the business of fire underwriting was not a profitable one in 1884; and yet it does not seem to be going rapidly to destruction if, in analyzing the statements made, we take into consideration the troubled state of business affairs generally. The truth is, considering the enormous amount of property destroyed by fire in 1883, the insurance companies have come off much better than might have been anticipated. Had expenses been kept within a proper limit, they would have done fairly well. There is a widespread feeling that these companies might add greatly to the safety and profitableness of insurance capital by combining on cutting down their enormous agency and brokerage expenses; for it is certain that the insurance business of the country ought to be done at a ratio of expense not to exceed thirty per cent. This whole question of fire insurance is one that belongs as much to the public at large as to the comparatively few men who have money invested in insurance stocks; for, the public must have indemnity. The public is interested in the preservation of insurance capital, and should therefore seek to diminish the volume of the annual fire loss by preventive measures, and by the use of every possible means for the prompt suppression of fires. If the buyer of insurance were to look after his property, and care for it as he should do, the result would be a cheapening of rates, a result to be desired by insurer as well as insured. But lavish expenditures in competition for business, on the part of the insurance companies, exceeding in one instance last year 80 per cent of receipts, and this by a New-York City company that paid its regular dividend, are not reassuring to the public, and it is evident that an example of reform should be set by the insurance companies themselves.

BEVERLY TUCKER ON THE CABINET.

WHAT HE THINKS OF IT AFTER TALKING WITH CLEVELAND.

Beverly Tucker, the veteran Democratic politician, of Virginia, had tucked a big breakfast under his capacious waistband, and was in a happy mood when a TRIBUNE reporter called on him yesterday at the New-York Hotel. His voice has the old hearty ring in it that has been recognized by an acquaintance as wide as that of the late Sam Ward. Mr. Tucker has recently been in Albany. His brother, Congressman Randolph Tucker, is discussed frequently as a Cabinet possibility. Before the reporter could inquire about these matters, however, Mr. Tucker began the interview in the interest of peace.

"Why is it," he said, "that THE TRIBUNE every little while pitches into me about being up in Canada and all that sort of thing during the war! That's all dead and buried. I'm not in politics. The office is not created that I would take. Why not let the past rest!"

"I understand your brother is in line for a Cabinet position?"

"There has been some talk of his fitness. But he wouldn't do a thing to secure the position. I wouldn't raise my hand to secure it for him. That isn't our way in Virginia. It isn't the way in the Tucker family. I'm glad to say I don't believe it will be the way with Governor Cleveland. No, sir; all these raids on him for office only disgust him. I'll tell you a bit of our history in that regard. My father was elected Chancellor of Virginia, which is the same as Judge of the Supreme Court of other States, along in 1830. Then he was elected Chief Justice, while yet the youngest member on the bench. When General Jackson was elected he sent for my father to come and see him. He wentin the state that befitted a gentleman of Virginia in those days. When he was come up to Washington, he put up at a hotel. General Jackson sent a coach and four to convey him to the General's mansion, where the General gave him a dinner. After dinner the old gentleman called him into his private room and said: 'Mr. Tucker,' (they were all Misters in those days, no Colonels, Generals or Majors as we have 'em nowadays, without even a Captain—Law, I'd give a hundred dollars to see a real Captain.) Well, he says, 'Mr. Tucker, I'd like you to be my Attorney-General.' Then my father says: 'General, I'm obliged to you, but the people of my State have just elected me, the youngest man on the bench, to be the head of all. I have accepted the trust and I can't resign it honorably.' 'Take a day to think over it,' says General Jackson. Next day he said to my father: 'When I spoke yesterday I did not tell you all that was on my mind. Chief Justice Marshall is, as you know, in ill-health and declining years. He will not live long. It is my purpose to make you his successor after you have served as Attorney-General.' My father replied that his duty and obligation lay with Virginia. Was there ever anything like it—to refuse a Cabinet position and the Chief Justiceship in a single day? Look on that picture. Then look on this of to-day, when men run the mad race to get office. I do not think my brother, the Congressman, will go into the Cabinet, though I cannot say. Yes, I spent a day with Mr. Cleveland recently at Albany. It was a purely social visit. I wanted to see and know him personally."

"What about the Cabinet?"

"Well, I don't believe Mr. Cleveland has made any direct decision in that matter. He has a liking for certain men, and probably has in his mind twenty-five or thirty gentlemen from whom he expects to make selection. I would like to see Dorsheimer go in from New-York. He would make a splendid Secretary of the Treasury. He was a Bayard man for years. When Cleveland was first mentioned for President, Dorsheimer went to Bayard and said: 'Old ties are strong, but here is my townsman and friend. I ask you to release me to support him.' Of course Bayard released him. Wasn't that manly? Cleveland can't well forget a thing like that. Stockton, of New-Jersey, knows all about naval affairs, and Eaton, of Connecticut, would make a good War Secretary. That would fill the complement for the pivotal states. If there is any just reward of ability and high-mindedness, Joe McDonald will be Secretary of the Interior. He behaved in Chicago more handsomely than any candidate who was a rival to Cleveland. I'd like to see Pendleton secretary of State. There would be a germaneness to his appointment which would be everywhere recognized. Cleveland affects to be a Civil Service Reform man. Pendleton is the father of that bill. He is able, experienced and wealthy. It takes a rich man for that place nowadays. The other Cabinet officers can live as they please, but the Secretary of State must entertain the diplomats continually, at great expense. Money, of Mississippi, would make the best Postmaster-General. He knows all about it from his long connection as member and chairman of the Committee on Post Offices. Barbour, of our State, is also mentioned for it. The Attorney-Generalship will also go to the South. It isn't certain that it will go to Garland, though there is some prospect that it may. That's the position in connection with which my brother is mentioned."

CHARGES AGAINST DRUG FIRMS.

The Graphic yesterday published a Washington dispatch stating that information had been lodged with the Chief of the Special Agents charging W. H. Schieffelin & Co. and E. Fougera & Co., of this city, with fraudulently entering and undervaluing French patent medicines and passing them through the Custom House at 25 per cent less than the lawful duty. It was further stated that the loss to the Government amounted to between two and three million dollars. Inquiry at the Custom House failed to elicit any information in regard to the matter. Neither the Collector nor the Special Agents had heard anything about it; and they doubted the truth of the story. At Schieffelin & Co.'s store the report was pronounced "an unmitigated lie," and was said probably to be an outgrowth of the firm's procedure in getting two employes of the Appraiser's office indicted for stealing goods from the firm's packages. Fougera & Co. said that they knew of no foundation for the report other than that there was a difference of opinion as to whether certain goods should pay duty as medicinal preparations or proprietary medicines. The question was now awaiting a decision from the Customs authorities. Formerly the firm paid duty on these goods as medicinal preparations, but for some months it had been paying a higher duty, under protest, on a new classification as proprietary medicines. There was no ground, it was said, for charges of fraud or collusion, and the amount involved was not large, even if the new ruling were sustained.

THE FRENCH IN FORMOSA.

A TALK WITH ADMIRAL COURBET.

SITUATION OF THE INVADERS—THE CHINESE GROWING BOLDER.

[FROM A SPECIAL CORRESPONDENT OF THE TRIBUNE.]

KELUNG, Formosa, Dec. 20.—It does not yet appear that the French have exerted the slightest moral influence on the Chinese in Formosa, though a fair opportunity has been offered at this place. Though the bay was formerly filled with native boats, which used to swarm about every incoming vessel, it is now lifeless, except for the French ships swinging sullenly at their anchors, the little captive lighthouse tender Pelho which lies near the east shore, a few weather-worn steam launches, which ply between the ships and the shore, and an English merchant vessel, the Dora Tully, which has entered on sufferance for repairs. The village of Kelung, which lies at the head of the bay, and which formerly had a population of between 30,000 and 40,000, is nearly deserted. The common people, who care little about the home Government so that they can sow, reap, and trade at leisure, have learned, from the long and wearisome way of carrying on the war to hate the French as bitterly as those engaged in actual hostilities. It is the interference with business and the personal loss that aggravate more than the war itself. Had the French at first struck blows prompt and terrible enough to inspire respect and fear, the work of conciliating the Islanders would have been much easier. Now they will take the island with a much greater waste of men and money. The conquest will be foot by foot, while the reconciliation of the people and the restoration of trade will present difficulties far beyond the power of computation.

The French ships at present here are the Bayard (Admiral Courbet's flagship), the Galissonniere and the Vipere the last lying just inside the entrance to the inner harbor. Being commonly used as a dispatch-boat, she is the one omnipresent vessel of the squadron, making every few days, or weeks, a circular voyage that includes Kelung, Tam-Sui, Matsou, Tai-wan-foo, Takao, Hong-Kong and Saigon. Hong Kong is more of a rendezvous for the squadron than Kelung, there being rarely less than three French ships there for coal or repairs.

I found Admiral Courbet in his little cabin under the poop, preserving the dignity and grace of his character as effectively as possible after these long months of neglect by the home Government. Soldiers or sailors of his position have rarely occupied more contracted quarters. The room was absolutely destitute of ornament, and even of convenient and comfortable chairs and upholstery. It was bare without neatness, spare without having soldierly suggestion, unless there is excepted the huge gun of unknown length that, with its carriage, occupying a large part of the cabin, thrust its threatening muzzle just out of the rear port. On one side near the ceiling there was a single shelf like those sometimes seen in a New-England farmhouse, containing a few books. The Admiral was seated at one corner of the cabin at a small and primitive desk, in a chair to which the ideas of comfort and luxury were alike foreign, presumably inditing an appeal to the home Government for reinforcements; possibly a request to be relieved from his thankless and by no means honorable task of blockading Formosa, which rumor says he contemplates sending to M. Ferry.

The interview, on the part of the Admiral, was negative rather than affirmative, and comprised a general denial of the accuracy of all reports hitherto published of the battle at Foo-Chow. One report of that affair had especially excited his attention, and this was the pamphlet published by two American officers, eye-witnesses of the contest. He confessed that the tale as told by these gentlemen had a foundation in fact—meaning, doubtless, that the fight actually occurred—but would not admit the correctness of any of the details. The only reliable version of the annihilation of the Foo-Chow squadron was, he averred, that already embalmed in his reports to the French Government, in whose archives it might be read and pondered by those to whom the brevity of life was unimportant. In regard to the blockade, the Admiral gave me to understand that he entertained the most punctilious notions. To allow a neutral to land on the island, even at Kelung, which is occupied by the French, would be utterly to shatter the blockade, while to permit a foreigner to remain a few days on one of his ships would be to give the naval rules and regulations of France a compound fracture beyond the powers of surgical repair. As to the effectiveness of the blockade he declined an opinion.

The reticence of Admiral Courbet is not imitated by his officers, even by those of high rank. I have seen them at various places and heard from them the most candid expressions, scarcely surpassed in contempt by the language English naval officers in the Orient, and I suppose elsewhere, use in regard to Gladstone. They speak of it as shameful that the Government has not sent them reinforcements, and sneer at the political game that is being played in France at the expense of her soldiers and her military and naval prestige in the East. The work now before the army and navy, they acknowledge, might have been done months ago. In the meantime her ships are cruising uselessly along the Coast of Formosa, or lying idly off stormy ports, deteriorating constantly, with no compensating advantage. No life can be imagined more disagreeable than that led by the officers and sailors of the army or navy, whether in Tonquin or about Formosa. With the exception of the Foo-Chow, Kelung and Tam Sui incidents, positively nothing has occurred to vary the monotony of this existence for the past eight months. It has been actual stagnation, with only the bi-monthly mails to enliven it, or to make it gloomier by rendering the distance from home and the barbarous isolation more apparent.

A few words will explain the military situation at Kelung. When the French bombarded it they destroyed the few forts and batteries, only a part of which they have repaired and are now occupying. They have added others either on the bay or on the neighboring heights, to two of which they have given the names of Villard and Galissonniere. In these they have placed small garrisons, and with the rest of their scanty forces have advanced two or three miles on the Tam sui road and established a slender line of outposts which may possibly hold half a dozen square miles free from incursions of the Chinese. They really hold no ground but what they stand on. The heights they occupy are commanded by higher elevations held by the Chinese, having only light artillery, derive no special advantage from the superiority of the positions. The French are actually besieged within their own forts and entrenchments. The Chinese fight resolutely under cover. No day passes without its skirmishes, they being generally the aggressors. The sound of artillery is heard all day at Kelung, and not infrequently at Tam Sui. The coveted coal mines lie to the southeast, entirely beyond the French lines, their only consolation being some 600,000 tons which the Chinese had collected on the bay for sale before the place was taken and which they failed to destroy. The supineness of the French has emboldened the Chinese, who often attempt some daring and unexpected act. Only two or three nights since they ventured within the lines and disinterred and decapitated two bodies to get the reward offered by Liu Ming Cunan. It appears from this that the Chinese authorities dare not adhere to their promise to the British Consul at Tam Sui not to permit the renewal of the atrocities of which the maddened soldiers were guilty after the repulse at Tam Sui. In Tonquin the situation is much the same, though on a larger scale. The French are hemmed in and subject to frequent attacks, which they usually repulse with loss to the enemy, but which are still painfully harassing. The losses are numerically unimportant to the Chinese, and their reinforcements are constantly arriving, while those so long expected by the French are slow in appearing on the scene.

MONROE COMMANDERY IN BROOKLYN.

A handsome white silk banner, embroidered in gold with the regulation badge of the Monroe Commandery, Knight Templars, of Rochester, was presented to that body by De Witt Clinton Commandery, of Brooklyn, last evening. The visiting Knight Templars were received at the Broadway ferry and were taken to the asylum of the Brooklyn Commandery, near by, amid fireworks and the glare of red lights. When the music ceased the last uniformed knight had begun to climb the stairs, the doors were closed upon a throng of people, and in the third story of No. 89 Broadway a gilted host exchanged compliments. Degree work over, the two commanderies went to No. 136 Broadway, where a long room profusely decorated with bunting was taken possession of in the names of hunger and thirst. Nearly 300 were the mouths that chatted, laughed, ate and drank for some time time at two long rows of tables, nor did their owners care that the Chinese lanterns, hung over the side-wall in front of the place, had long been extinguished in the windy wintry air. The visitors expressed themselves as highly flattered by the honors shown them. They came to New-York the first of the week, and will start for Troy to-day.

LOOKING FOR A MISSING WOMAN.

Two detectives entered the Grove Street Police Station, Jersey City, Monday night and informed Sergeant Heath that they wanted to get a thorough description of Lizzie Stevens, the young woman who committed suicide by jumping from the ferryboat Pavonia on December 24, and was buried by the women in the concert saloon, 141 Chatham-st., where she had been employed. One of the detectives said he had been sent from Canada by the uncle of a young missing woman answering the description given in the New-York papers of the dead girl and that he was instructed not to return until he was fully convinced that the woman was not his employer's niece. A reporter tried to learn some of the particulars, but neither of the men would speak about the matter for fear it would spoil their plans. "I will say this much," said one, "the girl we are looking for is the daughter of very wealthy parents. She became acquainted with a prominent citizen of Canada who betrayed her and came to New-York, bringing her with him. After his disappearance it was learned that he was a forger and scoundrel. On reaching New-York it is supposed he abandoned her."

BEHRENDT SAID TO HAVE HANGED HIMSELF.

United States Marshal Frederick Bernhard said yesterday that he had been informed that Joseph Moses Behrendt, alias Barnett, who sailed from this city on the steamer Saller, had hanged himself while on the vessel. Behrendt was in Ludlow Street Jail for several weeks, awaiting the result of extradition proceedings before Commissioner Betts. He was charged with fraudulent bankruptcy at Manceburg, Prussia, and proof was also given that he had committed forgeries to large amounts at the time of his failure. He started in business after his arrival in this country. He was despondent after his arrest, and spoke of committing suicide. Marshal Bernhard, who arrested Behrendt, warned the Warden and keepers at Ludlow Street Jail to look out for attempts that the prisoner might make to hang himself in his cell. He was extradited on the charge of forgery. He is said to have had life insurance to the amount of $10,000.

THE COURTS.

REFUSING TO BE CONVINCED.

TRUCKMEN WHO COULD NOT BE PERSUADED TO FAVOR A BROADWAY RAILROAD.

One by one truckmen were gently led up by Lawyer C. C. Beaman yesterday to confront the Broadway Railway Commission, and to prove to the Court that the felicity of trucks and the comfort of tracks are incompatible. Truckman William M. Pownall was addicted to transferring safes. His loads were so heavy that railroad tracks were in his eyes a "holy terror"; they were more dangerous to truckmen than roller skates to fragile girls. A truck weighted with a mammoth safe, when once in the rut of a railroad track, would display an enormous proclivity for remaining therein.

Truckman Michael Bradley found his sole salvation in Broadway. Trucks and tracks, though differing from each other only by a breath, were deadly enemies by nature and by training. Mr. Bradley had seen a horse catch his hoof in a track and nearly pull himself in twain in endeavors to reclaim his own.

Cross-examined by John M. Scribner, Mr. Bradley admitted that the good of society in general did not demand that the truckman should have complete possession of Broadway. Mr. Scribner sought to ascertain the relative power of trucks and tracks in blockading West Broadway. Mr. Beaman jumped to his feet and declared that the opposing counsel was treating the witness unfairly and shutting off his explanations. "Mr. Scribner," said the counsel for the property-owners, "is representing a corporation which is trying to get a franchise for nothing—"

Mr. Scribner (warmly)—Who says so?

Mr. Beaman (reciprocally warm)—I do. So does Mayor Grace, and so does the public.

Mr. Scribner—You know very well that I have shown that we propose to pay $100,000 for the franchise.

Mr. Beaman (with determination)—I may go into a store and take a coat and pay ten cents for it—it's stealing all the same.

There was an ethical silence, and then the witness had opportunity to say that if there were a railroad track in Broadway and all the stages were annihilated, the last state of Broadway would be worse than the first.

The witness was opposed to cable railways in any sort of a dose. Lawson N. Fuller was in a state of despair over this. "Now," he asked persuasively, "if a cable car should come along and push your truck gently out of the way when it was stuck, and should thus aid you in getting along, would you not consider it a great public convenience?" "No," was the answer, "for the car would smash our springs and ruin the truck." "Well, suppose the company paid for it?" The witness saw no "great public convenience" in that.

LOOKING IN VAIN FOR BLUE GRAVEL.

THE UNHAPPY EXPERIENCE OF INVESTORS IN EXCELSIOR STOCK.

Some of the investors in the Excelsior Water and Mining Company's stock, which fell from $26 in 1879 out of sight, recited yesterday to Justice Van Brunt the manner in which a "glowing picture" of the company's prospects led them to buy the shares.

Philip R. Jones, chief clerk of Bowring & Archibald, at No. 39 Broadway, testified that the assistant secretary of Wells, Fargo & Co., H. P. Parsons, painted the stock in such rosy hues that he bought 100 shares in October, 1879, at $22 50. It fell to $7 50. Mr. Parsons said: "Just wait, and we shall soon come to a bed of that celebrated blue gravel." So Mr. Jones bought another 100 shares. Mr. Parsons told him that the company was receiving $150,000 for water rents, but Mr. Jones found that the amount was only $14,000, and that the $50,000 dividend paid was borrowed from Lounsbery & Haggin. But Mr. Jones kept on looking for "blue gravel." He felt that success would come in time, as he had before bought "tip-top" shares of Mr. Haggin—and had lost.

Mr. Choate—Then you cannot call that a tip-top investment!

Mr. Jones (reproachfully)—No, sir.

Mr. Jones, with blue gravel in his eye and hope in his breast, nourished with $275 in dividends, struggled on manfully, but he never struck blue gravel, and finally assigned his claim to Mr. Butler.

Frederick W. Kelsey, a dealer in nursery plants and trees, was a friend of Mr. Lounsbery, of Lounsbery & Hatch. Mr. Kelsey had been told, "on the quiet," that the firm had some Excelsior stock and would give their friends a chance at it first. So Mr. Kelsey approached Mr. Lounsbery cautiously, and as a special favor got 100 shares at $20. Later he got 300 more. Mr. Parsons assured him that the stock would soon sell at $50. In February, 1881, it was at $6, but Parsons said: "It will bob up to $12 or $18 in a jiffy." Then Mr. Kelsey began to look for the "jiffy." Like Mr. Jones he finally gave up his search and assigned his claim to Mr. Butler. He had agreed to be content with 75 per cent of his claim if the case were won.

Mr. Choate—Does the 25 per cent go to the lawyers?

Mr. Kelsey—That is my understanding; yet I don't know precisely.

Mr. Choate seemed content, and even more so on learning that ex-Judge Birdseye, of counsel for Mr. Butler, had held Excelsior stock. The case goes on to-day.

COURT OF APPEALS.

ALBANY, Jan. 27.—In the Court of Appeals to-day, Hon. William C. Ruger, C. J., and associates present, the following decisions were handed down:

Soloman D McMillan, appellant, agt. John B Arthur, respondent. Judgment affirmed with costs.

John Hayes, respondent, agt. the Four-second Street and Grand Street Railroad Company. Motion for reargument denied with costs.

Sherburne Shaw, respondent, agt. the New-York Lake Erie and Western Railroad Company. Motion for reargument granted as per order.

Peter R Kelly, respondent, agt. Horace F Burroughs, appellant; John W Blauvelt, executor etc., respondent, agt. William H Seaman, appellant. Motion to put cause on calendar granted without costs.

Sarah E Nichols, administratrix, respondent, agt. Charles F Meegan, appellant. Motion to dismiss appeal granted with costs.

Oscar C Ferris, respondent, agt. William R Spencer, assignee, etc, appellant; the German-American Bank of Buffalo, agt. Georgianna J Gunther. Motion to advance cause denied without costs.

In re Hubert D Stevens, law student. Motion to file certificate nunc pro tunc denied without costs.

In re Alfred T Britton, law student. Motion as above granted without costs.

Richard H Dissoway, appellant, agt. Jedediah K Hayward, respondent. Motion to dismiss appeal and to strike cause from calendar. Defendant's motion denied without costs. On plaintiff's motion ordered that the cause be struck from the calendar and appeal discontinued without costs.

Daniel S Lydy, appellant, agt. Long Island City, respondent. Motion to put cause on calendar denied without costs.

James's army, respondent, agt. John B Thompson, appellant; Emily A Kimball and others, respondents, agt. Leonard Mapes and others, appellants; Annie Larner, agt. Henry E Farnsworth appellant; John Staats, appellant, agt. Thomas Garret, respondent. Order affirmed with costs.

Josiah H Burton, appellant, agt. Antoinette W Sherman, impleaded etc., respondent. Appeal dismissed without costs.

The following causes were argued;

No. 42—Ida Dewell, administratrix, respondent, agt. the Boston and Albany Railroad Company, appellant.

No. 14—George C Humphrey, administrator, respondent, agt. Jacob S Poucher and others, appellants.

No. 40—Edward Ellsworth, executor, respondent, agt. the St. Louis, Alton and Terre Haute Railroad Company, appellants.

The Court adjourned until Thursday morning. The judges will attend the funeral of Mrs. Judge Danforth at Rochester to-morrow.

The following is the day calendar for January 29:

Nos. 31, 51, 55, 57, 18, 33, 2, 11.

THE UNITED STATES SUPREME COURT.

WASHINGTON, Jan. 27.—The proceedings of the United States Supreme Court to-day were as follows:

Benjamin B Frost and others, appellants, agt. the Board of Supervisors of Wayne County and others. Appeal from the Circuit Court of the United States for the Southern District of Illinois. Docketed and dismissed with costs.

No. 292—Joseph Guntzer, plaintiff in error, agt. the Mayor and City Council of Baltimore, in error to the Court of Appeals of the State of Maryland. Dismissed with costs.

No. 178—James Carzent, appellant, agt. Hall Safe and Lock Company. Argument concluded.

No. 77—Jasper Ashell and others, plaintiff in error, agt. Edwin P Whitmore. Continued per stipulation.

No. 180—John Chetwood, plaintiff in error, agt. Thomas B C Berrien. In error to the Circuit Court of the United States for the Southern District of New-York. Dismissed with costs.

No. 181—Richard Jennings, plaintiff in error, agt. Hascal L Taylor. In error to the Circuit Court of the United States for the Western District of Pennsylvania. Dismissed with costs.

No. 182—Elisha Hyatt and others, appellants, agt. the Vincennes National Bank and others. Motion to advance cause denied without costs.

No. 75—Samuel A Peugh, appellant, agt. Henry T Davis. Argued.

No. 183—B F Camp, appellant, agt. the United States. Argument began.

CALENDARS THIS DAY.

SUPREME COURT, CHAMBERS—Before Andrews, J.—Nos. 26, 35, 67, 83, 84, 111, 123, 200, 201, 215, 225, 244, 250, 254, 255, 259, 260, 261, 262, 264, 273, 275, 282, 283, 286, 288, 289, 291, 292, 293, 296, 297, 298.

SUPREME COURT—SPECIAL TERM—PART I—Before Barrett, J.—Case on Referee's agt. Sales. No day calendar.

SUPREME COURT—CIRCUIT—PART II.—Before Van Brunt, J.—Case on Butler agt. Lounsberry. No day calendar.

SUPREME COURT—CIRCUIT—PART III.—Before Beach, J.—Nos. 3166, 884, 2429, 2608, 3013, 2942, 4008½, 2913, 2919, 2708, 3666, 1361, 2705, 1342½, 3041, 2638, 3016, 1313, 2763, 2305, 2916, 2675, 1787, 2498, 3646.

SUPREME COURT—CIRCUIT—PART III.—Before Donohue, J.—Nos. 3166, 3166, 1478, 3193, 3195, 991, 3180, 1165, 3201, 3215, 3216, 3104, 1872, 3145, 2476, 3171, 3191, 3220, 2221, 3223, 3224, 3225, 3226, 3227, 3228, 3229.

SURROGATE' COURT—Collins, S.—Nos. 81, 118.

SUPERIOR COURT—SPECIAL TERM—Before Ingraham, J.—No day calendar.

SUPERIOR COURT—TRIAL TERM—PART I.—Before Freedman, J.—Nos. 691, 1615, 1862, 1773, 1892, 1192, 1336, 707, 711, 712, 714, 719, 723, 701, 713.

COMMON PLEAS—SPECIAL TERM—Before Daly, J.—No day calendar.

COMMON PLEAS—TRIAL TERM—PART I—Before Allen, J.—Nos. 1466, 854, 1525.

CITY COURT—GENERAL TERM—McAdams, C. J., Hyatt and Hall, JJ.—Nos. 3, 4, 7, 8, 9, 12, 13, 15.

CITY COURT—TRIAL TERM—PART I—Adjourned for the term.

CITY COURT—TRIAL TERM—PART II—Adjourned for the term.

CITY COURT—TRIAL TERM—PART III.—Adjourned for the term.

COURT OF GENERAL SESSIONS.

PART I.—Judge Cowing.	Giovanni Rocco, grand lar.
Asst. Dist. Atty. Purdy.	Adolfo Pardoni, grand lar.
Jennie Elmore, forgery.	Owen Printy, grand lar.
James W Foster, robbery.	Joseph McFadden, grand lar.
James Boyle, robbery.	Frederick A White, election law.
George Jones, burglary.	PART II—Judge Gildersleeve.
Richard Thompson, burglary.	Asst. Dist. Atty. Bedford.
James Davis, grand lar.	Philip Lohges, homicide.
John H Hall, grand lar.	

MAYOR GRACE ON THE CIVIL SERVICE.

Mayor Grace said yesterday in contrasting the Civil Service systems of New-York and Brooklyn: "Our examinations should be simplified and made more practical. Our machinery was too cumbersome. It has been reduced somewhat and should be reduced more. The appropriation in Brooklyn is $1,500, and it does very well, I hear. The Civil Service Bureau here has $25,000 and asked for $28,000. There is no reason why the examination should not be confined in good part to questioning the applicant as to his knowledge of the duties of the position. There is no reason why a street sweeper should be questioned about geography, grammar or astronomy. There is no reason why the Advisory Board should be paid. They conduct no examinations and give little of their time to their duties. Candidates for firemen and policemen should be examined by boards composed of officers of the Fire and Police Departments."

TRYING TO GET CLEVELAND AS A GUEST.

RIVALRY OF THE HOFFMAN HOUSE AND FIFTH AVENUE HOTEL.

The report that President-elect Cleveland will be a guest at the Fifth Avenue Hotel during his visit to New-York City, next month, has stirred up a row. *The New-York World's* Albany correspondent thinks the Hoffman House will be the favored inn. A TRIBUNE reporter inquired at that hotel yesterday if rooms had been engaged for Mr. Cleveland. The clerk replied that they had rooms for everybody and expected everybody. Mr. Stokes remarked that the papers knew more about it than he. He added: "Mr. Cleveland stopped here when he was last in New-York. I hope he was so well suited that he will come again." The clerk volunteered this further information: "All of Cleveland's friends—Lamont, Hill, McCune and the others—stop here, and I guess we can count on him."

The two great factions that want to control the Administration take a lively interest in this hotel question. A Democratic politician said about it: "This is a pull between two crowds as to which shall 'do up' the other. Hubert O. Thompson, Lamont, Manning, Whitney, and that crowd, to whom Cleveland owes his nomination, want him to go to the Hoffman, where they have the run and control of things by a mere tip of the wink. They calculate, too, that at the Hoffman they can have a great many sly things done for the bachelor President-elect that would not be countenanced elsewhere. Men like Gorman, Garlink, Barnum, Vilas, Davis, Randall and Pendleton think there will be scandal if Cleveland continues his old bachelor habits, and want him to go to the Fifth Avenue to give the country proof that he has shaken 'the boys' and realizes what is due to the dignity of the Presidential office. It was to Gorman that Cleveland said he would go to the Fifth Avenue. If he goes to the Hoffman, he will find some of the old respectables quietly keeping away from him."

The Fifth Avenue Hotel people are even more reticent about the matter than the Hoffman House manager. At the Hoffman there are apartments fitted up with almost royal splendor—the same which Mr. Cleveland occupied when last here.

CARRYING PASSENGERS AS CREW.

By the laws of this country all steamships carrying passengers from an American port have to conform to certain regulations as to life rafts, boats, fire apparatus, etc. It has for some time been suspected that certain English vessels evaded this law, putting their passengers on the crew list. The cabin passengers figure as assistant captains, mates, pursers, etc., while the steerage passengers are put down as ordinary seamen. Captain Conckling, of the Board of Inspectors of Foreign Steamships, said to a TRIBUNE reporter:

"I have no doubt that the law is evaded in this manner; but how to prevent it, that is the question. As soon as a man signs articles on a British ship he becomes a British subject and you cannot touch him. Then we can not say how many a ship shall carry in her crew. An attempt was made to do something in regard to the cattle ships of the Twin Screw line a while ago, but it came to nothing. A large number of men go out on each cattle ship to take care of the cattle. They are not, of course, really a part of the crew, but they are put on the crew list and we cannot do anything. They go out as crew and come back as passengers. There is some reason in this, as they are necessary on board to look out for the cattle, and it is desirable that the captain should have some authority over them. But in the case of the 'tramps' which take passengers it is a different matter and clearly an evasion of the law. These 'tramps' are a hard lot anyway."

It has been rumored that the line of British ships running between this port and Brazil, of which Borland & Co., of No. 112 Pearl-st., are agents, was in the habit of taking passengers, although not allowed to do so by law, and a TRIBUNE reporter went to the office of the line and asked if he could get passage to Brazil. He was told that the line was not a passenger line, but that passengers were sometimes taken. He was offered a passage to Rio de Janeiro at a much less rate than that charged by the United States and Brazilian Mail Line "if he would care to make himself an integral part of the ship."

A WOMAN PICKPOCKET CAUGHT.

August Obricat, a furrier of No. 46 Bond-st., was robbed of $500 and a diamond ring worth $150 on the night of January 5 while he was at No. 224 Sixth-st. in company with a woman who called herself Auguste Alexander. He told Robert Frank, of No. 36 Bond-st., of his loss and Frank promised to recover the stolen money and ring. Frank found the woman and promised to "square things" with Obricat for $25, representing himself to her as a detective at Police Headquarters. Afterward he told Obricat that the woman could not be found. Then Obricat informed Inspector Byrnes of the robbery. Detective Sergeants Fritsk and Mangin on Monday arrested the woman at No. 322 Bowery. She made a confession and gave up part of the booty. She had a pass-book for $2,000 in the Bleecker Street Bank, which was taken from her. She has been known to the police for a long time as a clever pickpocket, and she has a number of aliases. Robert Frank was locked up at Police Headquarters.

MARINE INTELLIGENCE.

MINIATURE ALMANAC.

Sun rises, 7.10. Sun sets, 5.08. Moon sets, 4.59. MOON'S AGE, 12 days.

HIGH WATER TO-DAY.

A.M.—Sandy Hook, 3.14; Gov. Island, 3.51; Hell Gate, 7.40.
P.M.—Sandy Hook, 3.41; Gov. Island, 6.17; Hell Gate, 8.06.

FOREIGN STEAMERS DUE AT THIS PORT.

TO-DAY.

Vessel.	From.	Line.
Grecian Monarch	London	Monarch
Erin	London	National
Lake Nepigon	Liverpool	Beaver
Scythia	Liverpool	Cunard
Nevada	Liverpool	Guion
Circassia	Glasgow	Anchor
Island	Copenhagen	Thingvalla
Rugia	Hamburg	Hamb.-Amer
Habsburg	Bremen	N. G. Lloyd
W A Scholten	Rotterdam	Neth.-Amer
City of Puebla	Havana and Mexico	Alexandre's

THURSDAY, JAN. 29.

St Simon	Havre	French-Trans.
Helmland	Antwerp	White Cross
Alps	Central America	Atlas

FRIDAY, JAN. 30.

City of Richmond	Liverpool	Inman
State of Georgia	Glasgow	State
India	Hamburg	Carr

SHIPPING NEWS.

PORT OF NEW-YORK ..... TUESDAY, JAN. 27, 1885.

ARRIVED.

Steamer Ealing (Br), Strachan, Liverpool Jan 6, in ballast to Simpson, Spence & Young. Arrived at the Bar at 8 a.m. Anchored at Sandy Hook, received orders for Baltimore and proceeded.

Steamer Gloucester (Br), Brown, Bristol Jan 1, Swansea 6, with mdse and passengers to W D Morgan.

Steamer Prinz Friedrich Carl (Ger), Linde, Hamburg Jan 1, via Halifax 23, with mdse and 1 cabin passenger, vessel to Simpson, Spence & Young. Arrived at the Bar at 6:30 a.m.

Steamer Finance, Mandell, Rio Janeiro Jan 1, Bahia 5, Pernambuco 7, Maranham 11, Para 15, St Thomas 21, with mdse and passengers to U S and Brazil Mail S S Co. Arrived at the bar at 11:30 a.m.

Steamer Hudson, Freeman, New-Orleans Jan 20, the Bar 6 day, with mdse and passengers to S R Seaman.

Steamer Roanoke, Couch, Richmond, City Point and Norfolk, with mdse and passengers to Old Dominion S S Co.

Steamer Glaucus, Bearse, Boston, with mdse to H F Dimock.

Bark Carricks (Nor), Jensen, Rotterdam 36 days, with empty barrels to order; vessel to Benham & Boyesen.

Bark Ecuador (Span), Abad, Porto Rico 12 days, in ballast to J M Ceballos & Co.

Brig Dar (Aust), Slasch, Rotterdam 36 days, with mdse to order; vessel to Slocovich & Co.

Brig Alice (Brazilian), Dahin, Gonaives 10 days, with logwood and coffee to W & C Leaman.

Schr James H, Woodhouse, Herrick, Gonaives 13 days, with mdse to Ludeis & Co, vessel to Warren Ray.

SUNSET—Wind at Sandy Hook, light, E; cloudy. At City Island, light, SSE; cloudy.

11 p.m.—Sandy Hook—Barometer, 30.07; Thermometer, 25; Wind, NE,