RAILROAD INTERESTS.

THE B. AND O. ANNUAL MEETING.

FORMER DIRECTORS UNANIMOUSLY RE-ELECTED —IMPROVEMENT IN THE COMPANY'S CONDITION.

Baltimore, Nov. 21 (Special).—Only twelve stockholders of the Baltimore and Ohio Railroad attended the annual meeting to-day, but they represented the control interests, and cast a vote of 125,329 shares, which re-elected, without opposition, these directors: James Sloan, Jr.; William F. Burns, William H. Blackford, Aubrey Pearre, George De B. Keim, Wesley A. Tucker, Maurice Gregg, J. Wilcox Brown, William F. Frick, George A. von Lingen, George C. Jenkins and Charles J. M. Gwinn. Recent rumors that the Reading would secure one or two more representatives in the board were not verified, Mr. Keim being continued as the only representative of the Baltimore and Ohio's strongest ally. The directors will meet on December 21 and probably re-elect President Mayer, whose policy was indorsed by the stockholders to-day. This afternoon President Mayer, accompanied by Vice-Presidents Smith, King and Lord and General Manager Odell, started on his annual inspection trip of the system.

The sixty-fifth annual report of the president and directors, adopted by the stockholders to-day, shows a great improvement in the financial and physical condition of the road. For the twelve months ended September 30 the total earnings were $23,054,167 76, against $24,530,394 91 for the twelve months ended September 30, 1891, an increase of $1,503,772 45. The expenses, however, were $18,355,801 14, against $17,078,232 86 the previous year, an increase of $1,517,568 28, caused by the heavy expenditures for betterments and rolling-stock. The net earnings were $7,198,366 62, against $7,452,162 05, a decrease of $253,795 43. A dividend of 6 per cent was paid on the first preferred stock amounting to $180,000; one at the same rate on the second preferred stock, amounting to $120,000; another at 4 1-4 per cent on the common stock, amounting to $312,429 75. Payments were made amounting to $274,057 81 to retire the bonded debt, against $471,557 81 the year previous, an increase of $202,500. The tonnage carried amounted to 15,657,596 tons (September being estimated). Last year the tonnage was 14,852,972. The expenditures for betterments were $2,001,604 94 (September being partly estimated), while for the fiscal year 1891 they were $1,001,902 06. Of the equipment trust loan series B of $2,000,000, made with the Finance Company of Pennsylvania, there has been expended $1,692,850 97 for four locomotives, ten passenger, three combination, four baggage and 2,895 freight cars, having on June 30, 1892, $307,109 03 to be expended for equipment to be constructed.

The business on the Philadelphia division continued to improve. The gross earnings for the year were $2,026,414 01, an increase of $150,776 05; expenses, $1,408,177 20, an increase of $84,967 16; net earnings, $618,236 24, an increase of $65,808 89. The operations of the Staten Island Rapid Transit Railroad show: Gross earnings, $1,015,012 07, an increase of $20,014 68; net earnings, $295,935 87, a decrease of $4,592 25; increase of surplus, $3,150 70. Early in 1893 there will be completed at St. George a large passenger station and freight yard, and an extension of the line to the south shore. The statement of the entire funded debt of the company shows a total of $84,653,224. The total interest paid during the last nine months was $2,261,670 05. The net bonded indebtedness is $73,163,026.

The report of General Manager Odell shows extensive improvements in roadways and station facilities and a large extension of the block system. A large portion of the Philadelphia division and the Parkersburg branch have been laid with eighty-six-pound steel rails. The construction of the West Virginia and Pittsburg Railroad extension will soon be completed to Cherry River. Even in its incomplete condition this branch has paid its working expenses and fixed charges. The report of the Relief Department shows an active membership of 22,939. The receipts and income of the nine months ended June 30 were $315,100 28; disbursement, $321,257 56. The amount due to depositors by the savings feature is $692,547 05; deposits during the year, $219,086 04; withdrawals of deposits, $100,668 26. An extra dividend of 1 per cent was declared on all deposits drawing interest on June 30, thus making 5 per cent for the year. The company has demonstrated to its employes that its savings fund pays better than the regular savings banks of the city.

C. P. HUNTINGTON RETURNING FROM MEXICO.

(Special to the Associated Press.)

Memphis, Tenn., Nov. 21.—C. P. Huntington, president of the Southern Pacific Railroad, and a party of friends, who have been in California and Mexico for the last two months, passed through Memphis to-day. Mr. Huntington, who came direct from New-Orleans, was met here by General John Echols, vice-president of the Newport News and Mississippi Valley Company, and Superintendent M. B. Cutter. The presence of General Echols and Superintendent Cutter in Memphis gave currency to the rumor that Mr. Huntington had received an offer from the Louisville and Nashville Railroad for the purchase of the Newport News and Mississippi Valley road. This was denied by General Echols, as was also the rumor that a trade for the property was being considered by the Illinois Central. Mr. Huntington's health has not been robust lately, and Dr. Joseph D. Scott, of New-Orleans, accompanied him to this city.

RE-ELECTING THEIR DIRECTORS.

The annual meeting of the stockholders of the Buffalo, Rochester and Pittsburg Railway Company was held yesterday afternoon, at the office of the company, No. 36 Wall street. The old directors were re-elected. They are: Arthur G. Yates, Warren A. Wilbur, J. Kennedy Todd, W. Emlen Roosevelt, Wheeler H. Peckham, George H. Lewis, Adrian Iselin, Jr., R. M. Gummere, Edward N. Gibbs, Walston H. Brown, Frederick H. Brown, Wilson S. Bissell and Frederick A. Bell. The meeting also approved the leasing of twenty-seven miles of railway, now being constructed by the Clearfield and Mahoning Railway Company, and to conform to the laws of the state of Pennsylvania a special meeting of the stockholders of the Buffalo, Rochester and Pittsburg Railway will be held at Ridgway, Penn., at 3 p. m., November 24, to vote upon the question of guaranteeing the stock and bonds of the Clearfield and Mahoning Railway Company, as provided by the terms of the proposed lease.

MORE DISCRIMINATION IN RATES ALLEGED.

Omaha, Neb., Nov. 21 (special).—Secretary Keelyn, of the Interstate Commerce Commission, is in the city, and to-morrow morning there may be trouble for some Western railroad officials. There is a new case of discrimination, and all the packers of South Omaha will be called as witnesses. The subpoenas were issued to-day. It was ascertained that several complaints had been filed by small shippers, in which it was alleged that the Missouri Pacific had been guilty of discrimination in rates to and from South Omaha. It is said that another road is mixed up in the deal, and that the two companies have made an effort to intimidate several witnesses who have been occupying places where they were able to discover the discrimination charged in the complaints.

SALE OF A WESTERN ROAD ORDERED.

Kansas City, Nov. 21.—A dispatch to "The Star" from Topeka, Kan., says: "Judge Caldwell, of the United States Circuit Court, on the application of Jay Gould and Russell Sage, owning 1,015 shares of the Kansas City, Wyandotte and Northwestern Railroad, ordered the sale of the road this morning. The sale was ordered to meet the mortgage held by the Farmers' Loan and Trust Company. The full value of the stock is $3,750,000. Jay Gould is the largest stockholder, owning 1,890 of the 3,750 shares. About six months ago the Farmers' Loan and Trust Company foreclosed on the property, since which it has been operated by Newman Erb, of Kansas City, as receiver."

MR. BELKNAP NOT IN THE SYNDICATE.

It was denied yesterday that Robert L. Belknap was in any way connected with the syndicate which, it is alleged, has purchased the Indianapolis street car lines for $2,750,000. Mr. Belknap is out of the city, but his partner, W. H. Stevenson, who was also mentioned in connection with the syndicate, said: "Mr. Belknap not only is not connected with the syndicate, but, to the best of my knowledge, he does not know there is such a syndicate in existence. For myself I can say positively that I never heard of it."

Mr. Stevenson said that a year ago an effort had been made by New-York capitalists to purchase the Indianapolis lines, and at that time Mr. Belknap was interested in the project, but it has fallen through and Mr. Belknap had considered the idea abandoned.

ALDACE F. WALKER IN TOWN.

Aldace F. Walker, formerly commissioner of the Western Traffic Association, was in town yesterday, in response to the invitation of the Trunk Line presidents to become a member of the proposed board to establish eastbound rates for the Trunk Line and Central Traffic Association. Mr. Walker has not yet decided what his course in the matter will be. He spent the day yesterday in consultation with Chairman Goddard of the Trunk Line Association and Chairman Blanchard of the Central Traffic Association, looking over the ground and discussing the situation.

Location the Best in the City.

BUCKINGHAM HOTEL,
(European Plan.)
Fifth Avenue, New York.

This popular house, having been greatly enlarged by the addition on 5th Avenue of

An Absolutely Fireproof Building,

is now open for the reception of guests, permanent or transient.

The hotel has been beautifully decorated. The newest and most approved plumbing has been added, with perfect ventilation, and all the appointments of a first-class house.

The cuisine has a wide reputation for its excellence. Music Wednesday and Saturday evenings in the Grand Dining Room.

Tariff—Single rooms, $1 to $1.50 per day. Double rooms, with bath attached, $3 and upward. Magnificent suites, parlor, large, airy bedroom, with bath and dressing-room attached, $6 and upward, according to size and location.

WITHERBEE & FULLER, Proprietors.

If Mr. Walker decides to accept the offer made to him his colleagues in the board will be Messrs. Goddard and Blanchard. The function of the board will be to act as a joint arbitrage committee for the two associations for the regulation of eastbound freight rates and the equitable division of traffic among the roads interested.

NEW-YORK AND NEW-ENGLAND.

ANGRY WORDS AND ACCUSATIONS AT THE SPECIAL MEETING OF STOCKHOLDERS.

Boston, Nov. 21.—The special meeting of the New-York and New-England stockholders to-day was called to order at 10 a. m. Ex-Governor Howard was elected chairman on motion of President Parsons. The election was objected to by N. I. Goldsmith, who wanted President Parsons chairman. W. F. Brandeis, counsel for Goldsmith, read the bylaws, which said that the president should preside at all meetings of stockholders at which he is present, and demanded that Mr. Parsons preside. He wished his protest entered on the record. Mr. Howard requested President Parsons to take the chair and he did so, explaining that he was indisposed. The reading of records was dispensed with. The third article of the call to authorize and provide for the issue of consolidated mortgage bonds under the provisions of the act of the State of Rhode Island was brought up. Mr. Brandeis moved that the resolution be laid on the table, but he was voted down. He then asked to have it put on record that he objected to this act.

It was voted to reconsider so much of the vote of the stockholders passed March 8 as contemplated the possible exchange of shares of the preferred stock for consolidated bonds. A motion was put to open the polls, but Mr. Brandeis objected. Mr. Brandeis then asked why the stockholders were called now to ratify the leases of the Providence and Springfield, which was executed in October, 1890. No one answered this. He then asked if a suit was not in progress to set aside the lease, as it was made largely for the benefit of the directors and not for the benefit of the company, and he wanted to know if there were not $600,000 of the Providence and Springfield bonds overdue, and if the Mayor of Providence had not taken possession of the road.

Mr. Lummis said the last two questions could be answered in the records of the court.

Mr. Parsons said it was for the interest of the New-York and New-England road to ratify this lease, but Mr. Brandeis said that did not answer his question.

President Parsons said Mr. Brandeis was fooling away time.

Mr. Brandeis read a letter from Providence stating that default was made on the Providence and Springfield bonds, and that the default had continued for ninety days, and that the Mayor of Providence demanded the sale of the road to auction.

C. A. Prince said that counsel for Mr. Goldsmith was wasting time, and that his whole course led to delay, as he was asking questions when he already had the information; there had been a technical default on the Providence and Springfield bonds.

Mr. Coolidge, representing Paine, Webber & Co., moved that a committee of stockholders not employes of the New-England road be appointed to report before January 1, 1893, on the circumstances of the lease of the Meriden, Waterbury and Connecticut River Road, which he declared were not for the interests of the New-York and New-England, but for Messrs. Boatwick, Price and Skerlock.

Mr. Parsons said he would stake his reputation that it was a good lease for the New-York and New-England. The earnings for the past three years had averaged $84,000 a year. It was not self-sustaining, because expenses were too heavy, it being a short line. The freight the New-York and New-England puts on the road represents $45,000 a year. Mr. Parsons further said: "I think some gentleman here represents the Consolidated road, and wants to keep the road from the New-England. It earns $3,000 a mile and is twenty-eight miles long."

Mr. Brandeis also objected to the lease. He said: "You withheld the New-England report to the Railroad Commissioners intentionally until after this meeting, as it will make a disastrous showing, and you have earned a deficit of $416,000 in a year. When Mr. Goldsmith issued his letter he was threatened by you, and now we ask that this railroad be operated according to law. It is not for the interest of the New-York and New-England road to have the president or directors, past and present, bun up road and rent them at a profit."

Mr. Lummis, representing F. H. Palmer, said the Meriden, Waterbury and Connecticut River road was leased in the interest of the New-England, and that the people here were trying to defeat the resolution to ratify its lease in interest of the Consolidated road.

Mr. Coolidge's motion to postpone the Meriden lease was voted down.

Mr. Coolidge doubted the decision, and President Parsons said no rational person would doubt it.

Mr. Coolidge said if was the first time he had been called a liar.

The meeting then proceeded to ballot on the approval of the leases of the Providence and Springfield and the Meriden roads. President Parsons announced that the affirmative votes were more than two-thirds of the total number of shares existing, and that the leases were ratified. It was then voted to adjourn.

THE SOO'S CHARGES OF RATE-CUTTING.

Chicago, Nov. 21.—The conference between General Passenger Agent Hibbard, of the Soo line, and the representatives of the Chicago-St. Paul roads, which was held here to-day, was entirely barren of results. It was called to hear Mr. Hibbard's complaint that certain lines are manipulating the market at St. Paul and Minneapolis, so as to cut the rate between the twin cities and eastern points by way of Chicago. Mr. Hibbard produced no proof, but reiterated his charges and threatened to make things lively for his competitors unless they immediately discontinued their practices. The accused lines emphatically denied the charges, but Mr. Hibbard refused to withdraw them, and the conference ended for the present. Representatives of the Chicago roads say that the Soo is up to its old trick of manufacturing excuses to cut rates. They also say that they will probably ignore any reductions the Soo may make, as to meet them would be to cut down their revenues unnecessarily.

EASTBOUND SHIPMENTS OF FREIGHT.

Chicago, Nov. 21 (special).—Eastbound shipments took another spurt last week and gained some 2,000 tons over those of the previous week. They amounted to 71,624 tons, against 68,704 for the previous week and 70,840 for the corresponding week last year. Lake shipments also continue quite heavy, notwithstanding the approaching close of navigation. There is a disposition abroad to hasten freight forward so that it may be in time for the lower lake and rail rates. Western roads, however, are accepting through freight subject to the condition that should navigation close before it reaches Chicago it will be sent forward by the all-rail route, and the uncertainty that prevails makes purchasers disinclined to speculate. They are confining their orders at present to their actual necessities.

A Group of Attractions

the world over. If women would remember that to be thoroughly healthy, that to be fleshy yet not fat; to have that bright complexion and brilliant eye of perfect health, it is only necessary to sleep, eat, and digest well. Johann Hoff's Malt Extract makes the digestion perfect. This then compels you to eat and sleep well. Consequently the genuine Johann Hoff's Malt Extract makes women beautiful and attractive. Try it. The genuine have the signature of "Johann Hoff" on the neck of the bottle. Eisner & Mendelson Co., N. Y.

THE PACIFIC RAILROADS' DEBT

COMMISSIONER TAYLOR'S REPORT ON THE BILL TO REFUND IT.

HE SUGGESTS AMENDMENTS IN THE PROVISIONS OF THE MEASURE AND ADVOCATES ITS PASSAGE.

Washington, Nov. 21.—The special report of H. A. Taylor, the Commissioner of Railroads, relative to Senate bill No. 751, providing for the funding of the debts of the Pacific Railroads, which he has made a part of his annual report, has been received by Secretary Noble. The report shows that there were bonds issued in aid of these roads in the following amounts: Union Pacific, $85,130,512; Central Pacific, $27,855,680. There has been paid by the United States in interest on these bonds to December 31, 1891, in excess of payments made by the companies in reimbursement, for Union Pacific, $20,330,946; for Central Pacific, $27,233,432. Total amount due the United States, December 31, 1891, from Union Pacific, $55,509,458; from Central Pacific, $55,089,112. The subsidy bonds begin to fall due January 10, 1895, and the last are due January 1, 1899. The average date of maturity is about July 1, 1897. First-mortgage bonds have also been issued on these roads, which constitute a lien prior to that of the United States, amounting on the Union Pacific to $35,702,000, and on the Central Pacific to $27,855,000. The first-mortgage bonds mature at practically the same dates as the subsidy bonds.

The Commissioner reviews the pending measure at length and suggests amendments as follows:

1. Change the method of computation in ascertaining the present worth of the debts by compounding the interest for the time between the settlement and the maturity of the subsidy bonds semi-annually instead of with two rests only, as provided in the original bill.

2. Make the rate of interest 2 per centum from the start.

3. Insert special proviso in section 2, requiring the Union Pacific Railway Company to assign to the Government all its rights, titles, interests and equities in certain mortgages, bonds, stocks, notes and other securities of any description, held in trust by Drexel, Morgan & Co., trustees, to secure the payment of certain notes given in settlement of the floating debts of the company.

4. Section 5 providing, in case of default by said companies to make any of the payments provided for by the act, that "the Attorney-General of the United States shall immediately the equity institute proper proceedings in a proper court for the appointment of a receiver," is amended by inserting after the words United States, in the sixty-eighth line of the section, the words, "upon the request of the President so to do."

5. Amend section 10 by adding at the end of the section the words, "subject, however, to the prior lien of the mortgages to the United States herein provided for."

The general purpose of the bill is the extension of the debt to 100 years with interest at 2 per cent, and a certain portion of the principal to be paid at the expiration of each six months during that time, so that at the end of the 100 years the entire debt will have been extinguished. The bill, as amended, the Commissioner believes, would, if enacted into law, fully protect the interests of the Government and secure the final payment to it of all the money, principal and interest, due from the bonded roads. He does not believe that any measure fixing a shorter period of payment or a higher rate of interest will be accepted by the railroad companies. He says:

It is useless for the Government to insist upon terms of settlement that the railroad companies will not agree to, and folly for the companies to agree to conditions not warranted by their present financial condition or their future prospects. No advantage can accrue to either party by the one imposing or the other assuming to conditions that will not or cannot be complied with. The railroad companies should be made to pay as rapidly as they can reasonably be expected to earn the money to pay with, and the rate of interest fixed should be equal with the rate the Government is compelled to pay upon its obligation. At present, security should be held and such further security required to be given as the companies have it in their power to give. Upon these conditions a settlement would seem to be to the advantage of both railroad companies and the Government.

All the essential features of the bill are exhaustively discussed, as are the alternatives presented to the Government in case the bill does not become a law. The commissioner combats the proposition for the Government to foreclose its mortgages and take possession of the roads as wholly impracticable, and closes his report as follows:

I am of the opinion that in view of the foregoing facts it would be sound business judgment to settle with the railroad companies and extend their debts under the provisions of the accompanying bill, rather than to force one of the roads and seek reimbursement for their cost to the Government either through their sale or operation. I am sure that when the facts of the situation are fully understood and the alternative of settlement or foreclosure is squarely presented, as it must be, Congress will decide, and the people approve the decision, that it is wise to make a settlement which promises to secure the payment of all the interest and a part of the principal of the debts each six months from the date of settlement rather than to resort to a foreclosure that involves the additional investment of an amount equal to the original debt. It is time to be getting more money out of the bonded railroads rather than putting more into their hands.

By the passage of this bill the Government hazards nothing. It waives no existing rights, releases no present securities, imposes no existing obligations. If the railroads refuse to accept it, or accepting, neglect or refuse to comply with its provisions, the interest of the Government will not be thereby in any way put in peril. If the railroad companies accept it and discharge their obligations under it as they agree to do, then would it prove a happy solution of the vexed question. A careful study of all the facts of the situation leads me to the conclusion that the interests of the Government and of the people along the lines of the bonded roads would be best protected by such a settlement as is provided for in the amended bill submitted herewith.

This matter will be discussed by Secretary Noble in his forthcoming annual report.

A PATROL FOR THE ATLANTIC COAST.

Washington, Nov. 21.—The President has issued an order for revenue vessels to patrol the Atlantic coast from December 1 to April 1, in order to assist vessels that may require their services. The vessels selected for this service are the following: Levi Woodbury, to cruise from Eastport, Me., to Cape Elizabeth, Me.; Alexander J. Dallas, from Mt. Desert, Me., to Gloucester, Mass.; Samuel Dexter, from Gloucester, Mass., to Newport, R. I.; U. S. Grant, from Newport to Delaware breakwater, including Long Island Sound; Joe M. Morrill, from Absecom, N. J., to Bodle's Island, N. C.; William H. Crawford, the waters of Chesapeake Bay, and Schuyler Colfax, from Bodle's Island, to Charleston, S. C.

GENERAL NETTLETON'S RETIREMENT.

Washington, Nov. 21.—General Nettleton took official leave of his associates in the Treasury Department this afternoon, and will start to-morrow for Chicago, where he expects to remain several days before finally deciding on his future plans. His resignation as Assistant Secretary of the Treasury takes effect December 1, and he has received leave of absence until that date. He had a pleasant interview this afternoon with the President, who took occasion to thank him for his services and to express his personal regret at his retirement from public life.

THE RECORD IN THE DANFORTH CASE.

Washington, Nov. 21.—The record of the court martial in the case of Assistant Engineer Danforth, which attracted much attention when it was tried in New-York last week, has been received at the Navy Department, and is now in the hands of Judge-Advocate Lemley. It is supposed that the court has found Mr. Danforth guilty of the charge and has imposed a sentence of suspension, with loss of number, but the result cannot be officially disclosed until Secretary Tracy has acted upon the case.

MR. PEARY GETS HIS LEAVE OF ABSENCE.

Washington, Nov. 21.—Leave of absence for three years has been granted to Civil Engineer Peary, in order to permit him to prosecute his explorations in Greenland. Secretary Tracy was at first disposed to reject the application for leave, but he has relented, owing to the earnest representations of the Philadelphia Academy of Sciences, under whose auspices Mr. Peary's expedition will be conducted. During these three years Mr. Peary will receive "leave pay," which is two-thirds of full pay, and will be $1,500 a year in his case.

HAWAIIAN ANNEXATION NOT EVEN CONSIDERED.

Washington, Nov. 21.—The attention of the Secretary of state was called to-day to a published statement to the effect that the Department of state has been for some time considering the question of annexing Hawaii, and that considerable correspondence on that subject has been exchanged with the Hawaiian Minister. Secretary Foster authorized the representative of the Associated Press to say positively that the Department of state has not been in correspondence with the Hawaiian Minister on the subject of annexation, and that annexation has not been a matter for consideration between the Secretary of State and the Hawaiian Minister.

THE FIRST OF THE APPROPRIATION BILLS.

Washington, Nov. 21.—At the opening of the session of Congress the District Appropriation bill will be the first reported from the Committee on Appropriations. The estimates for the district have been forwarded to the clerk of the committee, who is now preparing the first form of the bill, which will be taken up for consideration by the committee on Monday. The total is just what was submitted to the Secretary by the Commissioners, $6,733,544, or $13,000 less than the estimates for last year, and about a million and a half more than the appropriation. It is understood that Secretary Foster will not recommend the 20 per cent cut that he recommended last year.

THE SCANDINAVIANS ON THE WEIMAR.

THEY OBJECT TO BEING DETAINED ON A CROWDED SHIP IN STORMY WEATHER.

Washington, Nov. 21.—Great pressure is being brought to bear on the Secretary of the Treasury to secure the release of the 1,800 Scandinavian immigrants brought over by the steamer Weimar. They have already been detained at the Cape Charles Quarantine fourteen days, and preparations are now in progress to transfer some of them to the United States steamer Jamestown. The vessel is free from infection, but is detained because it violated the President's order of September 1 prohibiting the landing of immigrants.

It is now represented that the immigrants are wholly blameless in the matter; that they have acted throughout in perfect good faith and are in good health. They are experiencing great hardships on the crowded vessel during the present stormy weather, and have entered a vigorous protest against being made to suffer because of offences committed by the agents of the steamship company.

Acting Secretary Spaulding, while determined to enforce a strict compliance with the President's order, is disposed to the side of mercy. To-day he telegraphed Immigration Commissioner Stockbridge at Baltimore to proceed at once to the Weimar to examine the passengers and to report promptly all coming within the category of tourists or American citizens or the children of American parents, and also those proved to have been booked and assembled at the port of departure before September 1. The purpose is to release all who are found to belong to any one of the above classes.

Baltimore, Nov. 21.—Collector Marine received the following telegram from Assistant Secretary Spaulding of the Treasury Department:

"You are authorized to allow the landing of a steamer carrying American citizens from the Weimar, and to detail such officers as are necessary for the purpose."

Schumacher & Sons have not decided whether this permission will be availed of. The Weimar went into quarantine on November 10, and will not be released until the 30th. In the meantime, her 1,800 passengers are being maintained at the expense of the steamship company.

The steamship Venetia, from Hamburg, arrived at Cape Henry this morning and was detained temporarily at Quarantine. Collector Marine received, from Washington, the following telegram: "It appears that passengers on the Venetia, sailing from Cuxhaven to Baltimore, on the 6th inst., were booked, and assembling prior to September 1. You are authorized to permit entry of vessel when released from local quarantine."

JAMES A. SIMMONS PARDONED.

HE IS ILL WITH BRIGHT'S DISEASE AND CANNOT LIVE LONG.

Washington, Nov. 21.—The President has remitted the unexpiated part of the sentence of six years' imprisonment imposed May 26, 1891, in the case of James A. Simmons, of New-York, convicted of aiding and abetting the president of the Sixth National Bank of New-York City, in embezzling, abstracting and wilfully misapplying the moneys of the bank. Clemency was bestowed in this case because of medical certificates that the prisoner is afflicted with Bright's disease and cannot live long.

The disclosures about the bank-wrecking project of James A. Simmons, Peter J. Claussen, George H. Pell and their associates were made in January, 1890. These men bought the Equitable, Lenox and Sixth National banks, paying for them in part by a system of "check kiting." Pell was convicted in General Sessions and sentenced to state prison. Simmons and Claussen were tried in the United States Circuit Court, on March 11, 1891. Simmons was convicted of embezzling $622,000 of fund of the National bank. On May 26, 1891, Judge Benedict sentenced him to a term of six years in the Erie County Penitentiary. The Department of Justice changed the place of imprisonment to the Kings County Penitentiary, so that Simmons might be near his family. He was always regarded as the most guilty man of all the parties. Claussen was also convicted, and he is still in the Erie County Penitentiary.

PENSION ESTIMATES FOR NEXT YEAR.

THE AMOUNT NECESSARY WILL NOT BE SO LARGE AS ANTICIPATED.

Washington, Nov. 21.—There appears to be more than usual interest attached to the forthcoming annual report of the Commissioner of Pensions, for the reason that the pension appropriation figures conspicuously in the annual budget of the Government. It has been understood for some time that the estimates for the next fiscal year would show a large increase over any previous year. This expectation was based on the fact of the large issue of pensions during the year consequent upon recent pension legislation, which admitted to a pensionable status many soldiers who were not pensionable under the former laws.

In a few days the report of General Raum will be completed, and a full statement of the condition of the Pension Office will be presented. The statement has been made that the amount required for pensions in the next fiscal year will be nearly $200,000,000. The work of compiling the figures is, however, sufficiently advanced to show that the estimate is in excess of the actual requirements. Last year the appropriations for pensions were larger than for any previous year. In fact, ever since the passage of the Disability bill, there has been a rapid increase in the amount needed to pay the pensions. For the year 1890-'91 the total appropriation on account of pensions was about $125,000,000. Last year there was an increase to $141,000,000. But, as General Raum will state in his report, this amount fell short of the actual demands by about $18,000,000, so that there is a deficiency of that amount.

Congress will be asked to make an appropriation of about $180,000,000 for the coming fiscal year, about $12,000,000 of which is an anticipation of an increase of that amount over the actual expenditures of the last year. It is the judgment of General Raum that while this amount is likely to be increased for the next year or two, yet he feels confident that the maximum limits are nearly reached. It is stated that the great bulk of the pension appropriation at present is used in making field payments, carrying arrears, and, therefore, as soon as the great rush of applications under the Disability act is over, a rapid decline in field payments will occur. It is understood that the first payments last year aggregated over $50,000,000, which covered the back pay in the 311,000 cases allowed.

THE NAVAL APPRENTICES' CRUISE.

Washington, Nov. 21.—The United States steamship Monongahela, carrying the Naval apprentices on their winter cruise, sailed to-day from Newport for southern Europe. She will go direct to Lisbon.

ESTIMATES OF THE DEPARTMENTS REDUCED.

Washington, Nov. 21.—The Secretary of the Treasury has received the estimates of expenses for the ensuing fiscal year from nearly all the executive departments, and will have them to shape in time for transmission to Congress at the beginning of the session. In pursuance of a general plan these estimates have been reduced to the lowest possible figure consistent with the requirements of the service, as viewed by the present officials. It is said to be the purpose of the Administration to avoid any warrant for a charge of extravagance in the recommendations. The estimates for pensions will probably be unofficially furnished the Appropriations Committee before the end of this week.

FLINT'S FINE FURNITURE.

While our patrons include the wealthiest families in the city, people who can afford to pay the highest prices but will have the best, and also those who must make every dollar go for full value, there are doubtless many who have never examined our goods, and therefore do not realize how very low we sell the best Furniture, wrongly thinking our low prices mean poor goods.

We sell often at half what others charge for similar wares, being contented with factory cost and labor, and sell five times the quantity those do whose expenses of rent, etc., are more than ours, but are in a more fashionable location.

GEO. C. FLINT CO.,
Furniture Makers,
104, 106 and 108 WEST 14th ST.

"Black as the Ace of Spades!" That's what we said of the paint when we moved into this house. "Mercy, ma!" said Belle, my eldest daughter; "we'll never be able to get it clean." "Nothing like trying," said I; "go to the nearest grocer's, Belle, and tell him to sell you the best soap he has." Back she came, her face beaming. "Here's something better than Soap, ma; its Gold Dust Washing Powder. Don't you remember how auntie praised it up? Now we'll see if what she said proves true in our case." Well it did, you'd better believe. I honestly think white chalk would make a black mark on that paint now. Our motto is, "If at first you don't succeed"—but you will if you use Gold Dust Washing Powder.

Gold Dust Washing Powder is sold by all grocers.

N. K. FAIRBANK & CO., Sole Manufacturers,
CHICAGO, ST. LOUIS, NEW YORK, PHILADELPHIA, BOSTON, BALTIMORE, NEW ORLEANS, SAN FRANCISCO, PORTLAND, ME., PORTLAND, ORE., PITTSBURGH AND MILWAUKEE.

WOULD NOT DESERT HER CHILDREN.

RESCUE AT A BROADWAY FIRE—AN AUGUST ASSEMBLAGE BADLY MIXED UP.

Everybody whose business causes him to ride or walk up and down Broadway has noticed a window on the ground floor of the five-story building No. 713 Broadway, from which Queen Victoria, President Harrison, Grover Cleveland, Depew, Gladstone, Salisbury and the Emperor William beam placidly on the passers by with glassy eyes and fixed frosty changeless smiles that never vary by the fraction of an inch. The window is the property of J. M. Palmenberg, and J. M. Palmenberg's life is passed in moulding wax presentments of the leading lights of the century for waxwork shows and campaign supply stores. To Mr. Palmenberg also the New-York public is indebted for many of the dazzling visions of loveliness that grace the windows of certain dry-goods houses. Now for a time the faces in the window will be seen no more.

When the different offices in the building had closed yesterday afternoon, and all was quiet, Mrs. Mary Gilleson, the janitress of the building, became aware of a smell of smoke that arose from the second floor, occupied by Child & Solomon, who run the Elite Button company. It was then 6 o'clock, and the last of Child & Solomon's employes had left the building only a few moments before. Mrs. Gilleson did not lose her nerve or her senses in face of the danger, but ran down the stairs to the street and gave the alarm. Then she thought of her two little children on the top floor. Back through the smoke now pouring in black clouds down the halls and stairways the brave woman ran, and reaching her room found the children—Georgie, ten years, and Leonore, two years old, crouched in a corner of the room trembling with terror. Taking the little girl in her arms Mrs. Gilleson called to the boy to follow her to the front window. But the lad was crazed or stupefied by fear, and remained motionless until his mother seized his hand and dragged him to the window. There Mrs. Gilleson screamed for help, and in quick response Firemen Rivers and Specht, of Engine Company No. 33, mounted a scaling ladder, and amid the cheers of the crowd brought the brave woman and her children safely to the ground.

There was no panic among the august assemblage in Palmenberg's store. Amid all the turmoil of hoarse voices, pulling engines, hissing steam and coaring smoke they maintained a perfectly well-bred indifference and languor. Only when they received the firemen did they lose a shade of their classic imperturbability. Firemen in a fire are no respecters of persons, and without as much as a word of apology bundled the dazzling throng pellmell onto the sidewalk. Parties and persons became sadly mixed. The lion tenderly lay down with the lamb. Chauncey Depew clung lovingly to Richard Croker, Grover Cleveland lay with one arm clasped round the neck of David B. Hill, Gladstone smiled on Arthur Balfour, while Queen Victoria was not perceptibly disconcerted by the presence of George Washington.

The damages were confined to Child & Solomon's rooms, and the total loss will not exceed $5,000.

ELECTRIC MOTORS BURNED IN ST. LOUIS.

St. Louis, Nov. 21.—The Lindell Electric Line suffered a heavy loss by fire this morning. The flames broke out in the car house, a huge structure of brick and stone in an oblong form. At first an attempt was made to roll some of the motors out from the reach of the fire, but their great weight prevented this. One motor was pulled out just before the flames touched it. By the time a second alarm was turned in the roof fell and set fire to the cars that had so far escaped. The firemen saw that the task of saving the building and its contents was impossible, and when the third alarm was sounded several streams were put into service to protect the surrounding property. The loss will reach $150,000; fully insured.

DOUGLASTON YACHT CLUB DINNER.

Once a year the Douglaston Yacht Club has a love-feast, at which the announcement of the nominations for officers for the ensuing year is made. As all of the members of the Douglaston Yacht Club dwell together in peace and harmony, such an announcement is tantamount to an election. Last night, at Clark's, in West Twenty-third st., such a love-feast was held, and such an announcement made. The officers for the ensuing year will, therefore, be as follows: Commodore, H. Hoyt; vice-commodore, C. F. Ahlstrom; rear-commodore, George N. Holt; secretary, William P. Cherry; treasurer, George A. Coeny. Forty-eight people sat down to dinner, and after dinner every one who wished was allowed to make a speech. There were eight courses served, and the bills of fare were decorated with the red and white burgee of the club. Yacht talk began with the oysters and the Sauterne. A discussion of fin keel went with the "filet de bœuf," and an exposition of the Gloriana bow with the lobster a la Newburg. Finally, at the coffee, everybody was agreed that the American yacht was the finest in the world, and the Douglaston Yacht Club the pleasantest yacht club in the world. Among those present were William P. Douglas, G. Howland Leavitt, Commodore William G. Newman, William Gould, ex-Commodore Barnes of the Knickerbocker Yacht Club, ex-Commodore Montgomery of the Larchmont Yacht Club, D. W. Reynolt, of the Minerva; H. Morgan, Jr., of the Thorn; John H. Taylor and County Clerk Delts, of Queens County.

THE FRENCH NATIONAL REPUBLICAN CLUB.

In its latest issue "L'Amerique Francaise" publishes an account of this club, which was started during the last Presidential campaign, in order to arouse the French-speaking population from its usual indifference in regard to American politics. It terminates as follows:

"The organizers of the club have thought that it would be deplorable and injurious to the interests of the Republican party and of the population of French language to let disappear completely an organization which has cost such great efforts, and which has proved to be useful. The club will therefore be legally incorporated, according to the Constitution of the state of New-York, and its adherents will receive a circular letter soon after the obtention of the incorporation certificate."

DOCTORS DISCUSSING PAPERS.

A regular meeting of the New-York County Medical Association was held last evening at No. 12 West Thirty-first st. Dr. S. B. W. McLeod presided and Dr. P. B. Porter was the secretary. About fifty members were present. An interesting paper on "Diet and Digestion" was read by Dr. J. Mount Bleyer, and discussed by Drs. J. R. MacGregor and F. J. Quinlan. Dr. James Stalker read a paper on "Cervical Dilatation," which was well received. A discussion followed, taken part in by Drs. G. T. Harrison, Nathan Bozeman, H. J. Baldt, C. A. Von Ramdohr and Abraham Korn. At the close of the discussion a supper was served.

THE NEW-YORK PRESBYTERY MEETS.

A special adjourned meeting of the New-York Presbytery was held yesterday morning in the University Place Presbyterian Church to examine the Rev. Bruce W. Cronmiller, a graduate of Union Theological Seminary, last spring, and a candidate for licensure. There were only a few members of the Presbytery present outside of the examiners and the personal friends of Mr. Cronmiller. The examination proved to be satisfactory to the committee and Mr. Cronmiller was admitted. The Presbytery will meet again on Monday to continue the investigations in the Briggs case.

Cincinnati and St. Louis are best served by the New-York Central's superb Southwestern Limited.

THANKSGIVING DAY LINENS.

The appearance of the table on Thanksgiving Day is a matter of peculiar pride and pleasure, and all its appointments should be more than usually perfect. Perhaps nothing adds to the effect of the Thanksgiving Day table more than the fine linen used. There are very many graceful designs that have recently appeared, which would be especially appropriate at this time. We invite attention to our stock of table cloths, napkins, centre squares, doylies, tray cloths, tea cloths, etc., and believe that no such varied and artistic assortment can be found el