that Captain Wiltse was too hot-headed and expressed himself too freely at Honolulu.

## THE EX-QUEEN'S STATEMENT.

### AN EXPLANATION AND A PROTEST.

LILIUOKALANI COMPLAINS BITTERLY OF MINISTER STEVENS'S COURSE, DEFENDS HER PROPOSED NEW CONSTITUTION AND SAYS ALL THE NATIVES AND MANY FOREIGNERS OPPOSE ANNEXATION.

San Francisco, March 9.—"The Examiner" to-day publishes a long statement by Liliuokalani, the deposed Queen of Hawaii, the first which she has made for publication since the overthrow of the monarchy on the islands. The ex-Queen says at the outset:

I resolved to maintain absolute silence throughout the negotiations, believing that the question would be settled on its political merits alone; but I am forced from my retreat by the slanders and cruel calumnies uttered against my person and character by those who are believed on account of their diplomatic position, and who know better than they speak. I do not mean to refute their utterances. I am a Queen.

The ex-Queen then referred to her recent attempt to promulgate a new constitution, and reviews several facts which she asserts led her to take this step. Among other things she says:

Shortly after my accession I made a tour of the islands. Nothing could be more affecting than the loyalty of my people. But from every side petitions came pouring in, imploring me to give a new constitution. They contained thousands of signatures, the names of those from all classes who felt that by the existing constitution the natives were deprived of their just and inalienable rights. I would not deprive one white man of one legitimate right; but under this constitution any newly arrived white man without interest or intention of residence is placed as a voter over the heads of thousands of my subjects, to whom God has given these these islands. Is it not an illustration of the old story taught me by missionaries, of two men, the one rich and the other poor? The rich man had many flocks and herds, but the poor man had nothing but one little ewe lamb which he had bought and nourished; but the rich man took the poor man's lamb. May I not add, "and he shall restore the lamb fourfold because he had no pity."

Liliuokalani next refers to United States Minister Stevens as follows:

The position taken by the present American Minister has been constantly unfriendly and quarrelsome. The address he delivered to me on my accession would lead me to suppose that he considered an American protectorate established at that day. It was a lecture, and not an expression of seasonable sentiment. I did think it a most inconsiderate speech. Not one of the other representatives chose my coronation day as an occasion for threats and penalties. Again, in October last, Mr. Stevens sought audience of me. It is the usual etiquette on such an occasion to inform the Minister of Foreign Affairs of the object of the audience, so the sovereign may not be taken by surprise at the presentation of some unexpected matter. The American Minister deemed it inconsistent with his idea of courtesy to give any intimation of the cause of his visit. I received him, notwithstanding.

No sooner had I bowed to him than he gave signs of laboring under strong excitement. He read a paragraph from "The Daily Bulletin," a Honolulu evening paper, which he said was an infraction of his rights as the accredited representative of a foreign Power. Trembling with emotion, he read a section from the international code, or some such book, which he had brought with him. At the conclusion of his remarks I informed him that I should leave the matter in the hands of my Ministers, who would give it their immediate and earnest attention. I thereupon withdrew. The American Minister declared that he would hold the Hawaiian Government responsible for the article complained of. "The Bulletin" was not directly or indirectly controlled by the Government, and my Ministers explained this position of the case to the American Minister, who declined to be pacified or even to believe their assurance of irresponsibility. He was evidently bent on picking a quarrel. His manifest aim was to embarrass me. His reluctance to accept the sincere explanation was in distinct contrast with the conduct of my people in immediately withdrawing from the indignant position they had taken concerning Mr. Stevens.

At the time certain men were being prosecuted for rebellion and treason, Mr. Stevens delivered his Decoration Day speech. He ridiculed the political trials; he drew comparisons most unfavorable to Hawaii; he sneered at royalty, speaking of monarch-cursed countries; and the question seriously presented itself to the minds of many people if this speech did not constitute a glaring infraction of the duties and courtesy pertaining to the representative of a foreign Power.

Returning to the subject of the Constitution, the ex-Queen says:

At length the faultiness of the Constitution reached its culminating point when the Supreme Court decided that any amendment to the text might be made without my approval or signature. What, then, was to prevent any revolutionary amendment from becoming a law? The sovereign could be amended out of all right and prerogative. I appeal to any fair-minded person: was it not time for a new Constitution, if Hawaii was to retain its chosen form of government? I did nothing hurriedly. For thirty days the proposed Constitution was being revised and reformed by my legal friends. I implored them to make it as perfect as possible. I solemnly warned them that I desired not to cause the slightest loss of prerogative to any class of my people, whether white or natives. I desired them to perfect and supplement the existing Constitution on those points in which the Chief Justice himself acknowledged it to be deplorably deficient. In a private room with my Cabinet I submitted the terms of the new Constitution for their approval. They declined to indorse the instrument, and no attempt at promulgation was made.

If I had ignored my Minisers—if I had given forth the new Constitution—I might with reason have been accused of breaking my oath and of attempting revolutionary acts. I did nothing of the kind. I yielded to my Ministers, and yet I was wrong. Here, then, was the situation: the body of my people were clamoring for the revised Constitution; the American residents determined to oppose any change except such as I could not control. I tried to do what was best. When people are bent on quarrelling, a pretext is easy to find. The American capitalists were resolved that the monarchy should be in the wrong.

Of the occurrences of January 17, the day of the overthrow of the monarchy, the ex-Queen says:

I need only say that my one anxiety was to avoid violence and bloodshed. I had abundant force to quell the revolution—three times as strong as the one with which I was confronted; but the American Minister had already landed his troops, in secret understanding with the revolutionists, and no sooner was the proclamation read than he immediately recognized the Provisional Government, giving it the support of the United States forces. To these forces I yielded under protest, knowing that conflict with our mighty neighbor could only result in aimless bloodshed, and feeling confident that when the Government of the United States should investigate the entire occurrence it would not uphold the injustice to my people and to myself.

Annexation is repugnant to the feelings of every native Hawaiian as well as to many foreigners. Annexation is not necessary for the ends of policy, or civilization, or commerce, or security. The prosperity of merchants is abundant refutation to the assertions of those who bewail commercial bankruptcy. Personal liberty is as secure in Honolulu as in Washington. Probably no city can show a record so free from crime of all kinds. The wealth of the missionaries is evidence of the free scope allowed to the professors of religion. What, then, is the ground for these alarming rumors of insecurity and danger so rife in America? It must be manifest to any dispassionate inquirer that the reason is to be sought in the restless agitation of a small section of the community, led on and captained by the American Minister and one or two others. Let not the American people listen to the statements of men whose only idea is the restoration of the sugar bounty. Let not the Americans commit the ignoble, un-American act of forcibly annexing a population struggling to raise itself from the traditions of recent barbarism.

## ACTION OF THE UNION LEAGUE CLUB.

### THE RESOLUTION ON HAWAII MODIFIED AND THEN VOTED DOWN.

The Union League Club, at its regular monthly meeting last evening, had under consideration the report of the Committee on Political Reform on the subject of the annexation of the Hawaiian Islands. The committee consists of E. B. Hinsdale, chairman; C. C. Buel, D. B. St. John Roosa, Jefferson Clark, Charles F. Clark, Henry W. Cannon, Logan C. Murray and Nathaniel Prentiss. General Horace Porter, president of the club, occupied the chair.

The resolutions originally drafted by the committee expressed approval of the annexation, recommended the ratification of the treaty submitted by President Harrison to the Senate and urged Senators to use all honorable means to that end. Yesterday the news came from Washington that President Cleveland had recalled the treaty from the Senate, and the resolutions were modified so as to express regret that the President had withdrawn the treaty, at the same time maintaining the original view that annexation should result. The effect of the President's action was manifest in the meeting. Interest in the subject had apparently lapsed.

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Location the Best in the City.
**BUCKINGHAM HOTEL,**
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**Fifth Avenue, New-York.**
This popular house, having been greatly enlarged by the addition (on Fifth Avenue) of
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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.
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Tariff.—Single rooms, $1 to $1 50 per day. Double rooms, with bath attached, $2 and upward. Magnificent suites, parlor large, airy bedroom, with bath and dressing-room attached, $6 and upward, according to size and location.
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A motion was made by John C. O'Connor to recommit, but it was lost. Another followed to postpone action, and this failed. E. B. Hinsdale argued in favor of adoption. He spoke of the vast extent of the country's unprotected sea coast, and the necessity of the Hawaiian Islands as an outpost in the Pacific Ocean. The temper of the meeting in view of the action of President Cleveland was characterized by uncertainty as to the purposes of the Administration, and an unwillingness to move aggressively; and on a final vote the resolutions were voted down, though a strong sentiment in favor of their adoption was manifest even amid the fogginess of the situation.

General Charles H. T. Collis offered these resolutions, which were unanimously adopted:

The Union League of the City of New-York, at a meeting held on the evening of March 9th, 1893, having heard the announcement of the death of Major-General Abner Doubleday, unanimously resolved to enter the following minute upon the record of the proceedings:

That the death of Abner Doubleday not only deprives the Union League of a member whose honorable name and fame typified the origin, purpose and traditions of its organization, but terminates an illustrious and useful life which was associated with all the trials and triumphs of the great struggle which brought it into existence.

His unswerving patriotism while a lieutenant of artillery at Fort Sumter gave early promise of that stubborn heroism which on the field of Gettysburg has permanently identified his name with the glories of that great battle.

To his accomplishments as a soldier and his loyalty as a citizen can be added those virtues which will make his name long remembered and cherished.

His bereaved family have our sincere sympathy, and the secretary of the club is requested to transmit to them a copy of this minute.

## RAPID TRANSIT RESOLUTIONS.

### AN APPEAL TO LEGISLATORS.

THE REAL ESTATE EXCHANGE COMMITTEE HAS FAITH IN THE COMMISSION.

The Rapid Transit Committee of the Real Estate Exchange met yesterday afternoon in the committee room of the Exchange, in Liberty-st., and adopted the following, which will be sent to the State Legislature:

"Resolved, That the general committee on Rapid Transit of the Real Estate Exchange hereby declares its confidence in the Rapid Transit Commission, and its approval of all measures thus far taken by said commission to promote rapid transit in the city of New-York, and its confidence in the intention of said commission to conscientiously and wisely determine the question of temporary relief by improvement of the existing elevated railway system.

"Resolved, That as a beginning upon a permanent system of rapid transit the plans projected by the said Rapid Transit Commission for an underground four track railroad merit the approval and support of all citizens; and,

"Resolved, That as a practicable means for obtaining a construction of said underground road the bill framed by this committee, and introduced by W. B. Ellison in the Assembly at Albany, providing that if the franchise to construct and operate be not sold on a second effort to sell the same, the question whether the road shall be constructed as a city enterprise at the public expense shall be submitted to a popular vote, should be enacted, and therefore,

"Resolved, That the press and people of this city are requested to give the said Ellison bill their urgent and united support."

It is expected that an answer will be sent to-day by the Manhattan directors to the Rapid Transit Commission concerning the five-cent fare proposition made by the commission several weeks ago. The commissioners will probably meet Mr. Steinway at his house in a few days, when resolutions setting forth definitely the position of the commission will be adopted and made public.

### OLIVER TWIST COMMISSIONERS.

THEY WANT MORE MONEY TO CONSIDER RAPID TRANSIT PROBLEMS.

Controller Myers reported to the Board of Estimate yesterday that the Rapid Transit Commission had cost the city up to this time $103,650 25. The report was brought out through the application of the Commission for $6,767 more money. Of the sum already expended John M. Bowers received $13,882 19 for services as counsel, and ex-State Engineer John Bogart got $8,000 as engineer.

"What is the Commission doing now?" asked Mayor Gilroy, in a displeased tone.

"Considering the plan for extending the 'L' lines," replied Edward C. O'Brien, the Commissioner's clerk.

"Well," returned the Mayor, "I'd like to know when the public may expect any benefit from all this."

The report was referred back to the Controller, with a request that he report to the board if the city could be legally compelled to pay more bills of the Rapid Transit Commission.

The plans and specifications for the bridge across the Harlem River Ship Canal were approved, and the Controller was authorized to issue bonds amounting to $394,000 to build the bridge.

School Commissioner William Lummis asked the Board's approval of two bills pending in the Legislature. One authorizes the issue of $2,000,000 of bonds for buying new sites and erecting new schoolhouses, and the other the issue of $500,000 more to pay the expenses of introducing a new system of ventilation into the city's schools, which had been approved by the Health Board.

"There are five old school buildings," Mr. Lummis said, "for which an immediate expenditure of $50,000 for ventilating purposes is necessary to make them habitable. If the money is not forthcoming our board will order the schools closed."

"The School Board can get the money by transfer when it makes requisition showing where and how the expenditure is to be made," the Mayor said, and the Controller and Tax Commissioner Barker concurred in the statement.

### A HEARING ON RAPID TRANSIT.

MR. FARQUHAR EXPLAINS THE AMENDMENTS TO HIS BILL.

Albany, March 9 (Special).—The Assembly Committee on Cities gave a first hearing this afternoon on Assemblyman Farquhar's Rapid Transit bill and the amendments which he has proposed to it. The amendments were published in The Tribune this morning. In explaining his amendments Mr. Farquhar said:

The effect of these amendments is to make the Board non-partisan as far as possible. It is to consist of two Democrats and two Republicans, with the Mayor of the city of New-York. The amendments further allow the new commission to go on and adopt new plans and routes if it sees fit, and to make an attempt to sell it to private capitalists. I have stricken out those provisions of the present law which operate against inducing private capital to invest in the enterprise. Fearing, however, that private capital will not take this up, I have provided that the city can build the road. I also provide that the road can be leased to any private company that the city authorities desire, under certain restrictions.

Colonel Webster, the chairman of the committee, suggested that the amendments had better be printed in the bill, and that it be recommitted for a final hearing next Tuesday. This course was adopted.

### *WHOLESALE BRIBERY OF LEGISLATORS.*

Boise City, Idaho, March 8.—Governor McKinney to-day addressed a letter to the District-Attorney in this city in which he says that during the recent session of the Idaho Legislature members of all three political parties were frequently bribed, and that members of all the parties were influenced in a corrupt manner. He says that prosecutions should be begun, and declares that the State Board will furnish information which will enable the District-Attorney to begin proceedings against some of the guilty legislators.

### *RUSH OF DIVORCE CASES IN OKLAHOMA.*

Guthrie, Ok., March 9.—Fear that the Legislature would amend the divorce laws and make it more difficult to secure a separation has caused a great rush of divorce cases in the courts here lately. Probate Judge Lawrence granted six divorces yesterday, and new cases are being filed daily.

## MR. BRENNAN'S NEW CHIEF.

### STREETS CLEANED FROM THE CLOUDS.

NEARLY TWO INCHES OF RAIN CHANGE THE APPEARANCE OF THE PAVEMENTS.

The complexion of the streets of New-York has been almost restored, and Pluvius's Peerless Cosmetic did it. The freckles of mud and the excrescences of slush have nearly disappeared and the floods have caused the faces of the paving blocks to shine with cleanliness. There is no cosmetic like water. It is a panacea for bad complexions, a restorer of fleeting charms and a balm for every qualm. Don't waste money on expensive street-cleaning departments; don't put your faith in shovels and carts, but use Pluvius's Peerless Cosmetic wherever the streets become impassable and the gutters are clogged with mud and snow.

There was a big force of men at work yesterday under the direction of Superintendent Robbins, of the Street-Cleaning Department. All they managed to do was to pick off a little ice and try to keep the crossings clean. New-York was dissatisfied, and Dr. Dunn, of No. 120 Broadway, was consulted. He prescribed Pluvius's Peerless Cosmetic, made only by Jupiter Pluvius, of No. 1 Sky Lane, Mt. Olympus. The effect was magical, and signs of improvement were shown from the first.

The cosmetic was applied liberally in the form of a heavy rainstorm. A flood of waters descended. It melted the snow and sent it rushing into the culverts and sewers. It lifted up the mud and deposited it in the gutters. Here and there were disfiguring patches of hardened ice, but they will yield to-day to the softening influences of the rain and sun. The temperature was high yesterday, and breaths of warm air came as harbingers of spring. At 8 o'clock yesterday morning the thermometer on the Equitable Building indicated a temperature of 36 degrees above zero. The air was full of fog. The harbor was shrouded in a veil of mist, and the ferryboats displayed their lights early in the afternoon. The winds made sport with the raindrops and sent them skurrying about and dashed them into the faces of wayfarers. The man who ventured out yesterday returned to his house with clinging vestments and the general appearance of a bedraggled fowl. The surface cars were frequently blocked. Whatever discomforts the rainstorm may have brought, however, it was a welcome visitor. The effect upon the condition of the streets far outweighed personal inconvenience. The rainfall up to 8 o'clock last night was 1 81-100 inches. It was enough to do the work of 5,000 men toward putting the streets in order. Mr. Dunn predicts that there will be clearing weather to-day.

Mayor Gilroy sent a letter yesterday to the presidents of all the surface railway companies of New-York, calling their attention to the ordinance prohibiting railway and stage companies from using any snow plow, sweeping machine, or like implements on their tracks, except by express permit from the Mayor. The Mayor has informed the Police Department that he has revoked all permits that were previously issued. Such permission, however, will be granted to any company which will comply with the requirements of the ordinance, which includes the carting away from the streets, sidewalks and crossings of all snow thrown up by the plows. The Mayor enjoined the Police Department to enforce the ordinance rigidly. The Street Cleaning Commissioner was also urged to aid in the enforcement.

The continuation of bad weather interferes seriously with the work on the preparation of the vessels for the naval review. The flagship Baltimore has been on the dry-dock four days, but the severe cold together with the hard storm of yesterday has prevented outside work. The Yorktown is ready to go into dry-dock to have her hull scraped and painted, but will have to wait until the Baltimore is floated out.

### TO MAKE CHARGES AGAINST MR. BRENNAN.

RESULT OF THE INVESTIGATIONS OF THE CITY CLUB'S SPECIAL COMMITTEE.

The Board of Trustees of the City Club appointed a committee, composed of Edmond Kelly, W. Harris Roome and J. B. Bishop, for the purpose of investigating the condition of the streets, and, if deemed advisable, to bring charges against Commissioner Brennan. This committee has been engaged in obtaining affidavits regarding the condition of the streets, and particularly investigating the failure of Commissioner Brennan to execute that part of the law which intrusts to him the removal of trucks which now encumber the streets, and by their presence prevent the possibility of keeping the streets where they are stationed cleaned. Some streets have been found with trucks two deep spread along the whole line. Some had as many as thirty-nine in a single block. It is difficult, the committee says, to find a single point in the law as recently amended which the Commissioner has carried into effect, although this law came into force in April last, that is, eleven months ago.

The committee has decided to bring charges against Commissioner Brennan, and is only waiting for the time necessary to do the mechanical work of collecting affidavits.

The question how far the Commissioner is excused by the heavy snow has been carefully investigated by the committee, and it is satisfied that if the Commissioner had taken the proper steps to remove the snow after every fall of six hours, instead of allowing the snow to accumulate to its present depth, the present condition of the streets would have been prevented.

The committee is also investigating how far the Commissioner was prevented from removing ashes and garbage through the alleged impossibility of sending scows to sea, and the committee is satisfied that the excuses made by the Commissioner in this respect are not founded, and that the days on which the scows were detained by the weather were so few that they may be neglected.

The committee has asked the co-operation of many other societies, and will welcome the co-operation of any and all persons who are interested in this subject.

### THEY FEAR A FRESHET IN PLAINFIELD.

Fears were entertained last night that there would be a freshet in Green Brook, Plainfield, N. J., if the heavy rain and the rapid thaw of the snow continue much longer. Gangs of men were closely watching Tier's and Hyde's dams, fearing that they would give way. The brook has never been known to be as high as it is now.

### RISING STREAMS IN NEW-YORK STATE.

Highland Falls, N. Y., March 9. (Special).—A violent rainstorm has swept over this part of the country during the day. The downpour began at an early hour this morning. The streams which flow down the mountains were running high before the rain began, and at present they are roaring torrents. The snow is deep on the mountain sides, and yesterday it began to melt. Those who live in the vicinity of Buttermilk Falls feel alarmed on account of the huge rocks and boulders carried down from the mountains. The bridges are also in danger from the same source.

Binghamton, N. Y., March 9.—A steady rain, which began at 10 o'clock last night is having its effect on the rivers, which are slowly rising, and there are apprehensons of high water here. The snow lies deep on the hills, and the ice, which has not yet gone out on either the Susquehanna or Chenango, is the heaviest in years. Should it gorge below the city the results would be disastrous.

Tonawanda, N. Y., March 9.—The thaw of the last few days has covered whole fields with water, and creeks are beginning to rise all over Niagara County, between Tonawanda and Lockport and Tonawanda and Niagara Falls. There are large tracts of land turned into lakes, and some farm houses are surrounded by water, ranging from a foot to three feet in depth. No particular damage has been reported thus far, but the outlook is not encouraging. It is raining to-day, and this will add to the inundation.

### THE STORM IN THE WEST AND SOUTHWEST.

Galena, Ill., March 9.—The heavy rains of the last twenty-four hours have carried away the last vestige of snow, and the rivers and streams are flooded. Galena River is out of its banks and rising rapidly, and a disastrous flood is threatened. The railroad bridges have been swept away and traffic is impeded.

Keokuk, Iowa, March 9.—An inch and a third of rain fell here last night, starting the ice in the river, which is gorged at Warsaw, damming the stream and causing a rise of four feet in two hours. The gorge is still intact, and the surrounding country is in danger of overflow.

Indianapolis, March 9.—A Vincennes dispatch to "The Sentinel" says that a tornado struck that town at 5 p. m. yesterday and damaged much property. Many buildings were unroofed, chimneys, trees, sheds, fences and small buildings were torn down. At Brooklyn the Masonic and Knights of Pythias halls and also Sellers and Richards blocks were unroofed. Heavy rain accompanied the storm. No lives were lost.

Houston, Tex., March 9.—From all over Southern Texas reports come of a tremendous rainfall Wednesday night. At Caldwell a tornado raged for over an hour and did a great deal of damage. The Methodist Church was completely demolished, and several small houses and cabins were blown to pieces. The residence of Aleck Jackson was twisted into kindling wood and Jackson's family badly injured. Several persons were hurt by flying timbers, but no loss of life has so far been reported.

**Don't Be Too Generous**
with your temper. Keep it; but do give your friend the benefit of your knowledge regarding the superior quality of Old Dominion Cigarettes.

**"HUNYADI" WATERS.**

Paragraphs have recently appeared in some Newspapers here stating that a New-York firm of mineral water dealers are the lessees in America of the Hunyadi Waters of Buda Pest, and respectively sole agents in the United States for the famous Hunyadi Springs of Hungary.

These statements are ABSOLUTELY false, and the intention with which they are made is obvious.

Before any Hunyadi Water was practically known in the United States, The Apollinaris Company, Limited, of London, widely and successfully introduced the Hunyadi Janos Water, the Proprietor in Buda Pest of the Springs having entrusted to them, for a term of years still unexpired, the sole sale of this water in England and in all transmarine places. Hunyadi Janos Water having become very popular, quite a number of other Waters are now offered for sale, under names, of which the word Hunyadi forms part, and in bottles, and with labels, closely resembling in appearance and color those long used for Hunyadi Janos Water.

The word "Hunyadi" having become a generic name for Hungarian Bitter Waters, good, bad, or indifferent, The Apollinaris Company affixed to the bottles of Hunyadi Janos, the Hungarian Bitter Water of which they have still the sole sale, a small Yellow Label with their Red Diamond, the object of this Trade Mark being ONLY to indicate to the Public that the bottle so labelled is sold by The Apollinaris Company, Limited.

Consumers, who desire to secure the Hungarian Bitter Water sold by The Apollinaris Company, are requested to see that the bottle bears the Red Diamond and they are cautioned against such absolutely false statements as those contradicted herein.

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Sole Agents in the United States and Canada of The Apollinaris Company, Limited, London.

## CHICAGO ROADS COMBINE.

### SWITCHMEN'S DEMANDS REFUSED.

SIGNIFICANT ACTION TAKEN BY THE MANAGERS OF ALL THE RAILWAYS ENTERING CHICAGO.

Chicago, March 9.—Without a dissenting vote the general managers of the railroads entering Chicago, determined at their meeting this afternoon to refuse any demands of the Switchmen's Mutual Aid Association. An answer was sent to the officers of the switchmen's association by the general managers of the thirty-two roads centring in Chicago declining to grant any increase over the present schedule of rates, and enclosing the following resolution, which was adopted unanimously by the meeting:

Resolved, That this association has carefully examined the schedule of wages paid by the Chicago roads to foremen and helpers in switching service, and that it finds that the scale of wages paid on the Chicago lines is practically uniform; and we find that the switchmen of Chicago and vicinity are now paid the highest rate ever paid for similar service, and higher than is paid in many localities.

Further, that the revenue from freight and passenger traffic has constantly decreased, and the cost of the service has constantly increased, to the extent that no advance in wages can be granted, and that no change can be made from the present schedule of rules affecting the compensation of men engaged in this service.

The switchmen have not yet determined what course they will pursue, and officers of the association decline to discuss the situation. If they should decide to strike, the fight against them would be a bitter one, as the managers of all the roads have determined to act as a unit and fight the men as one road. A still more significant determination reached by the managers is an agreement to discharge all union men on their lines in case the roads should be crippled by a strike of switchmen. This will apply to engineers, conductors, firemen and, in fact, all branches of organized railroad labor.

The managers say they will not pay union men for doing nothing when their idleness is enforced by strikers to whom they are giving aid and encouragement. In the event of a general dismissal of union men the vacancies are to be filled as rapidly as possible with non-union men, the roads to act in concert in securing new men and to distribute them according to the needs of the individual roads. Chief of Police McClaughrey was present at the General Managers' meeting and promised all aid in his power to enforce order in event of a strike.

The switchmen demand that the rate of pay for day foremen be made 32 cents per hour; day helpers 30 cents per hour; night foremen 34 cents; night helpers 32 cents, and that ten hours' work be guaranteed each crew night or day. This is an advance of 5 cents per hour.

### THE TOLEDO AND ANN ARBOR STRIKE.

TRAINS RUNNING, BUT STRIKERS CONFIDENT OF VICTORY.

Toledo, Ohio, March 9.—When the Ann Arbor engineers and firemen went out yesterday they left the engines and loaded freight trains where they happened to be on the road, and the new hands have been busy to-day hauling engines back to the roundhouses and clearing the main track of freight cars. Manager Ashley says the road has run all its passenger trains to-day and started six freights, and that they have enough new men to equip all the engines needed for general service. No new freight is being received. The strikers express themselves as confident of victory. Developments are expected when the Ann Arbor offers freight to other roads.

The Frankfort mail train was ditched outside of Ann Arbor at 10 o'clock last night. The accident was caused by a washout. Nobody was hurt.

James M. Ashley, jr., vice-president of the Toledo, Ann Arbor and Northern Michigan Railroad Company, said yesterday that the dispatches sent East on Wednesday concerning the strike on that road were grossly discolored and misleading. The accident to the mail train between Ann Arbor and Toledo which was ditched on Wednesday evening had no relation whatever, he said, to the strike, but was really due to the condition of the ground consequent upon the weather. Mr. Ashley declares that the traffic of the road is unrestricted by the action of the brotherhood men, that their places are promptly filled wherever vacancies occur, and there is no probability of a sympathetic movement by the men on connecting lines. Dispatches received by him during the day were uniformly encouraging, and pointed clearly to the maintenance by the company of the position it has assumed in determining to manage its own property without dictation from outside sources.

### STRIKE OF CHICAGO IRON WORKERS.

Chicago, March 9.—About 300 architectural iron workers employed by George A. Fuller went out on strike to-day as the result of a dispute between the Bridge and Structural Iron Workers' Union and the Architectural Iron Workers' Union. There is no question of wages involved, the trouble being over the equal recognition of men employed.

### *CLAPP SPOONER'S DEMURRER OVERRULED.*

Bridgeport, Conn., March 9.—Judge Thayer, of the Superior Court, to-day overruled the demurrer of the attorneys in the controversy between Clapp Spooner and the Adams Express Company. Mr. Spooner demurred against the previous actions of the company and asked for a trial by jury. This request has been refused. The decision is said to have an important bearing on the result of the case.

### *GOVERNOR BROWN, OF MARYLAND, ILL.*

Baltimore, March 9.—Governor Brown is seriously ill, as a result of exposure in Washington on Inauguration Day. He contracted a severe cold, which settled in his stomach, and has developed into peritonitis, from which he is now suffering. After a consultation by his attending physicians, the Governor's condition was said to be a little easier.

### *RAILROAD INTERESTS.*

READING PEOPLE TO TAKE ACTION.

There are occasional rifts in the veil which continues to hang between the recent financial methods of the Reading Company and the investing and inquiring public. The opinion is generally shared that it is time a statement was forthcoming from the receivers, and numerous reasons are assigned for the delay. If Mr. McLeod was not one of the receivers there would be less impatience and larger confidence in the quality of the statement when it does appear. The rumor, which has been current long enough to be denied if it were false, to the effect that large blocks of Boston and Maine and of New-York and New-England stock are carried for the Reading Railroad Company in Boston, whereas Mr. McLeod is alleged to have declared some time ago that no obligation rested with the company for these shares, and that the transactions were solely for the account of individuals who were also interested in the Reading Company, has kindled even more deeply than hitherto the feeling of distrust of Mr. McLeod. The sentiment, which is daily growing more acute, is in the direction of absolute lack of faith in anything that may emanate from the receivers.

The opinion is daily uttered in Wall Street that Mr. McLeod is not the proper man for the place he holds; that he should, in justice to himself, retire from the receivership, or, failing in this, that the courts should be appealed to, in justice to the bond and stock holders, to eject him from the place. It may be added that a movement is actively taking shape among interested persons for the consummation in some form of the object desired.

MEETING OF THE SUSQUEHANNA AND WESTERN.

The annual meeting of the stockholders of the New-York, Susquehanna and Western Railroad was held at Taylor's Hotel, Jersey City, yesterday. The twelfth annual report shows that the gross earnings for the year were $1,713,009 12. The operating expenses were $949,374 15 and the net earnings $764,534 97. The gross earnings show an increase of $57,386 54 and the net earnings $15,746 15 over the previous year. A continuous double-track line has been built and other improvements made at a cost of $175,344 30. Fifteen wooden bridges have been replaced with iron structures and during the current year all wooden bridges will be so replaced. Land has been purchased at North Paterson for new shops in place of those burned, and the local terminus will be changed from Riverside to North Paterson. During the year the board declared two semi-annual dividends of 1 1-4 per cent on the preferred stock and it is hoped to increase the amount this year. The old board of directors was re-elected except that H. O. Armour and Roswell Eldridge were substituted for J. P. Rafferty and G. M. Farwell. The others are Simon Borg, Joseph W. Ogden, James M. Hartshorne, Frank C. Lawrence, jr., Alfred Sully, Charles Minzensheimer, Henry Sanford, Robert K. Dow, John I. Blair, Garret A. Hobart and Horace W. Fuller. The following officers were elected: President, Simon Borg; first vice-president, Joseph W. Ogden; second vice-president, Joseph P. Rafferty; treasurer, W. W. Sliemick.

NOT AIMED AT MR. CORBIN.

Austin Corbin, in reply to inquiries made as to some of the articles in the morning papers touching the annual report of the New-England Railroad made by Mr. Parsons, its president, said that he failed to find any warrant for such statements, and besides he had received a letter to-day from Mr. Parsons himself on the subject, in which he says: "There is no foundation for the published statements that it was intended to reflect upon your management. The whole line of the remarks relative to the abnormal increase of expenses during the first quarter of the year 1892 is that it was produced by the methods of the management prior to yours."

MILWAUKEE AND ST. PAUL DIVIDEND.

At the meeting of the directors of the Chicago, Milwaukee & St. Paul Railroad Company at the office, No. 42 Wall-st., yesterday a semi-annual dividend of 3 1-2 per cent on the preferred and 2 per cent on the common stock was declared, and will be payable on April 19. The transfer books will close on March 25 and will reopen April 20.

RATES TO THE SEABOARD ON GRAIN.

The executive committee of the Trunk Line Association met yesterday afternoon for the purpose of arranging lake and rail rates from lake ports to the seaboard. It was decided that the through rate from lake ports should be fixed, by adding to the tariff rate from Buffalo to the seaboard, heretofore fixed, the current rates quoted at Chicago for transportation from other lake ports to Buffalo.

WESTERN ROADS TO CONSOLIDATE.

Lansing, Mich., March 9.—The Milwaukee and Northern Railroad and the Chicago, Milwaukee and St. Paul will be consolidated. The Senate has passed a bill amending the law, whereby such a consolidation might take place. The present law provides that the roads organized under the laws of this State may consolidate, but makes no provision for a consolidation of a road organized under the laws of Michigan and a road organized under the laws of another State.

THE RICHMOND AND DANVILLE MAY RUN BARGES

Baltimore, March 9.—Judge Goff this afternoon, in the United States Circuit Court, heard arguments upon the recent application of the receivers of the Richmond and Danville Railroad system for power to allow them to purchase and operate a line of barges on the Mississippi River. The barges are to be employed in connection with the Georgia Pacific Line, a part of the system, and are to be operated from the terminus of the road at Huntington on the river to points as far south as New-Orleans.

TO REGULATE TRANSCONTINENTAL RATES.

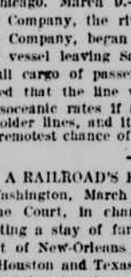
Santa Barbara, Cal., March 9.—The first steps toward a permanent organization of the transcontinental lines were made by the freight agents in session here yesterday. They agreed to form an association, to be called the Transcontinental Freight-Rate Committee, in which all transcontinental lines except the Great Northern, Northern Pacific and Canadian Pacific will be parties. Instead of a chairman there will be a secretary, whose duty it shall be to print tariffs agreed upon, call meetings, etc. If any one road desires to make a special rate on some particular article, it can do so by giving proper notice to the other parties in the agreement, who may meet the rate if they desire. The office of the secretary will probably be at Chicago.

THE PACIFIC COAST SERVICE.

Chicago, March 9.—The North American Navigation Company, the rival of the Pacific Mail Steamship Company, began its service this afternoon, its first vessel leaving San Francisco for Panama with a full cargo of passengers and freight. It is expected that the line will play an important part in transoceanic rates if it is not absorbed by some of the older lines, and its officers say that there is not the remotest chance of such an occurrence.

A RAILROAD'S FORECLOSURE STOPPED.

Washington, March 9.—Judge Jackson, of the Supreme Court, in chambers to-day signed an order granting a stay of further proceedings in the Circuit Court of New-Orleans in the case of Cary et al agt the Houston and Texas Central Railway. There were instituted some time ago proceedings for foreclosure in the United States Circuit Court at Galveston against the Houston and Texas Central Railway, to sell out its railroad and a large land grant, amounting in the aggregate to about $10,000,000. The stockholders intervened, alleging that the proceedings were without jurisdiction and were collusive and fraudulent and designed to turn the property over to the Southern Pacific Company. This action is pending on appeal in the Supreme Court of the United States. Notwithstanding the appeal, motion was made in the court below to turn the property over to the alleged purchaser at the foreclosure sale. It is to prevent this that the order of Judge Jackson was made. The stockholders claim that the lower court had no jurisdiction to decree a sale for the mortgages before they were due, or without any inquiry of any kind concerning the amount due; and that the judgment was for a million and a half in excess of all the debts of the company, matured and unmatured. The order made to-day allows proceedings against the receiver for an accounting and for his removal.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