COMMITTEES IN NEW HANDS

PLACES FOR THE DEMOCRATIC SENATORS.

ELEVEN COMMITTEES FOR REPUBLICANS—REPUBLICAN APPOINTMENTS NOT GIVEN OUT—FORMAL CHANGES TO BE MADE TO-DAY.

Washington, March 14.—The Democratic caucus finished its labors to-day so far as the reorganization of the committees of the Senate is concerned. There was a prevailing sentiment in favor of a speedy reorganization of the clerical and executive force of the Senate and that sentiment took tangible shape immediately after the adjournment of the caucus, when the caucus committee met in Mr. Ransom's room to consider the subject. It is probable that by this time next week, if not earlier, the elective officers of the Senate will have been changed. It will be seen that the committee provided chairmanships for Senators Peffer and Kyle, the Populist members, and permitted Mr. Stewart to retain the chairmanship of the Committee on Mines and Mining, which he held under the Republican organization. There was some debate over this action and some opposition, but the influence of the committee prevailed and the silver Senator from Nevada will not be disturbed.

Either upon the standing or select committees places were found as chairmen for all the new Democratic Senators. The Republicans receive eleven committees, just as many as they gave the Democrats. The official list as given out by Mr. Gorman is as follows:

Agriculture—George, chairman; Bate, Ransom, Peffer, Roach; Republicans, 3.

Appropriations—Cockrell, chairman; Call, Gorman, Blackburn, Brice; Republicans, 4.

Contingent Expenses—White, of Louisiana, chairman; Camden; Republican, 1.

Census—Turpie, chairman; Berry, White of California, Murphy, Peffer; Republicans, 4.

Civil Service—Call, chairman; Walthall, Gordon, Irby; Republicans, 4.

Claims—Pasco, chairman; Daniel, Berry, Caffery, Allen of Nebraska; Republicans, 4.

Coast Defences—Gordon, chairman; Irby, Mills, White of California, Smith; Republicans, 4.

Commerce—Ransom, chairman; Cook, Vest, Gorman, White of Louisiana, White of California, Murphy; Republicans, 6.

District of Columbia—Harris, chairman; Faulkner, Gibson, Hunton, Smith, Martin; Republicans, 5.

Education and Labor—Kyle, chairman; George, Hunton, Caffery, Murphy; Republicans, 4.

Engrossed Bills—Mr. ——, chairman; Cockrell, Martin; Republicans, 1 (chairman).

Enrolled Bills—Caffery, chairman; Mitchell of Wisconsin; Republicans, 2.

Epidemic Diseases—Mr. ——, chairman; ——, ——, Harris, Irby, White of Louisiana; Republicans, 4 (chairman).

To Examine the Several Branches of the Civil Service—Peffer, chairman; Gray, Vilas; Republicans, 2.

Finance—Voorhees, chairman; McPherson, Harris, Vance, Vest, Jones, of Arkansas; Republicans, 5.

Fisheries—Coke, chairman; Call, Gibson, Hill, Mitchell of Wisconsin; Republicans, 4.

Foreign Relations—Morgan, chairman; Butler, Gray, Turpie, Daniel; Republicans, 4.

Immigration—Hill, chairman; Voorhees, McPherson, Faulkner, Peffer; Republicans, 4.

On Improvement of the Mississippi River—Bate, chairman; Walthall, Palmer, Peffer; Republicans, 3.

Indian Affairs—Jones, of Arkansas, chairman; Morgan, Smith, Roach, Allen, of Nebraska; Republicans, 4.

Interstate Commerce—Butler, chairman; Gorman, Brice, White of Louisiana, Camden, Lindsay; Republicans, 5.

Irrigation and Reclamation of Arid Lands—White of California, chairman; Jones, of Arkansas, Kyle, Roch; Republicans, 4.

Judiciary—Pugh, chairman; Coke, George, Vilas, Hill, Lindsay; Republicans, 5.

Library—Mills, chairman; Voorhees; Republicans, 1.

Manufactures—Gibson, chairman; Smith, Caffery; Republicans, 2.

Military Affairs—Walthall, chairman; Cockrell, Bate, Palmer, Mitchell, of Wisconsin; Republicans, 4.

Mines—Stewart, chairman; Bate, Call, Irby, Mills; Republicans, 4.

Naval Affairs—McPherson, chairman; Butler, Blackburn, Gibson, Camden; Republicans, 4.

Expenditures of Executive Departments—Smith, chairman; Cockrell, Hill, Walthall, Caffery; Republicans, 4.

Patents—Gray, chairman; Kyle, Mills, Berry; Republicans, 4.

Pensions—Palmer, chairman; Brice, Vilas, Camden, Caffery; Republicans, 4.

Postoffices and Post Roads—Colquitt, chairman; Vilas, Irby, Mills, Hunton, Hill; Republicans, 5.

Printing—Gorman, chairman; Ransom; Republicans, 1.

Private Land Claims—Mr. ——, chairman; ——, ——, Ransom, Colquitt, Pasco, Berry; Republicans, 3 (chairman).

Privileges and Elections—Vance, chairman; Gray, Pugh, Turpie, Palmer; Republicans, 4.

Public Buildings and Grounds—Vest, chairman; Daniel, Pasco, Brice, Gordon; Republicans, 4.

Public Lands—Berry, chairman; Walthall, Pasco, Vilas, Martin, Allen, of Nebraska; Republicans, 5.

Railroads—Camden, chairman; Berry, Gordon, Palmer, Martin; Republicans, 5.

Relations with Canada—Murphy, chairman; Pugh, Colquitt, Mitchell, of Wisconsin; Republicans, 4.

Revisions of the Laws—Daniel, chairman; Call, Lindsay; Republicans, 2.

Revolutionary Claims—Mr. ——, chairman; ——, ——, Coke, Pugh; Republicans, 3. (Chairman.)

Rules—Blackburn, chairman; Harris, Gorman; Republicans, 2.

Territories—Faulkner, chairman; Hill, Blackburn, Bate, Call, White, of California; Republicans, 5.

Transportation Routes to the Seaboard—Irby, chairman; George, Turpie, Gordon; Republicans, 4.

Pacific Railroads—Brice, chairman; Morgan, Faulkner, White, of Louisiana; Murphy; Republicans, 4.

Indian Depredations—Lindsay, chairman; Faulkner, Kyle, White, of Louisiana; Cockrell; Republicans, 4.

Select Committees—To Investigate the Potomac River Front—Mr. ——, chairman; ——, ——, McPherson, Ransom, Hunton; Republicans, 3. (Chairman.)

To Inquire into Claims against Nicaragua—Mr. ——, chairman; ——, ——, Morgan, Palmer; Republicans, 3. (Chairman.)

Woman Suffrage—Mr. ——, chairman; ——, Vance, George, Blackburn, McPherson; Republicans, 2. (Chairman.)

Additional Accommodations for the Library of Congress—Mr. ——, chairman; ——, Voorhees, Butler, Pugh; Republicans, 2. (Chairman.)

On the Five Civilized Tribes of Indians—Mr. ——, chairman; ——, Vest, Coke, Allen, of Nebraska; Republicans, 2. (Chairman.)

To Establish the University of the United States—Hunton, chairman; Kyle, Vance, Jones, of Arkansas; Turpie; Republicans, 4.

Quadro-Centennial—Vilas, chairman; Colquitt, Vest, Gray, Daniel, Gibson, Voorhees, Lindsay; Republicans, 6.

To Investigate the Geological Survey—Martin, chairman; Jones, of Arkansas; Republicans, 2.

National Banks—Mitchell, of Wisconsin, chairman; Vance, Colquitt; Republicans, 1.

On Forest Reservations—Allen, of Nebraska, chairman; Kyle, Morgan; Republicans, 1.

Corporations in the District of Columbia—Mr. ——, chairman; ——, Gorman, Brice, Harris; Republicans, 2. (Chairman.)

To Investigate Trespassers upon Indian Lands—Mr. Roach, chairman; Butler; Republicans, 1.

This list is complete, with the exception of the assignment of the Senator from Wyoming, and that place has been left vacant until the member is sworn in. At the conclusion of the caucus Mr. Gorman sent a copy of the list to the Republican committee, which was in session in the room of the Committee on Appropriations. The Republicans decline to give out anything to-night, but will report to a Republican caucus to-morrow. It is said that there has been pressure brought to bear upon the committee to remove Mr. Stewart from the Republican representation of the Committee on Appropriations, and it is not unlikely that this will be done, in view of the fact that he has been kept by the Democrats as chairman of the Committee on Mines and Mining. The Northwestern Senators are urging that that part of the country is entitled to representation upon this important committee, and will insist that some one of their number have the place. Mr. Dawes's retirement from the senate leaves the minority representation as it would be under the reorganization, but if Mr. Stewart is removed there will be a vacancy, and it is this probable vacancy that the men from the Northwest are demanding should be given them.

The committee changes will probably receive the sanction of the Senate to-morrow by resolution, and the old chairmen will then give up the rooms they have occupied, and the Democrats will be in possession of that important branch of the Senate. Nominations will then be received and promptly acted upon.

A NEW QUARANTINE STATION AT HOG ISLAND.

Washington, March 14.—Hog Island, opposite the mouth of the Patuxent River, where Mr. Cleveland passed a duck-shooting vacation after the campaign, is to be taken by the Government as a quarantine station. This decision has just been reached at a conference between Surgeon-General Wyman, of the Marine Hospital Service, and Secretary Carlisle. The present quarantine stations at the mouth of the Chesapeake have been considered too far from the city.

Secretary Carlisle yesterday amended the quarantine regulations recently promulgated so as to provide for the inspection of passengers taken aboard ship at intermediate ports by the United States Consular Office at the port or, in his absence, by the local health officer.

MORE THAN $5,000,000 FREE GOLD NOW.

Washington, March 14.—The free gold now in the Treasury has been built up until it aggregates more than $5,000,000. Several offers were to-day received from Western points aggregating $300,000. Secretary Carlisle is accepting these offers as fast as he can supply small Treasury notes for them. Only the most advantageous offers are now accepted. The names of the banks that make the offers and the cities in which they are are not now given to the press for publication. This change in the practice is said to have been suggested by President Cleveland, as some banks had an idea that to have the fact stated that they were parting with gold might have the effect of weakening the confidence felt in them. The Treasury Department is also accumulating gold in the ordinary course of business, because of the high rate paid in New-York for money, though no offers of gold in any considerable amount have been received by the Treasury from Eastern bankers.

A FREE-TRADE MISREPRESENTATION.

HOW THE BILL TO PUT TIN ON THE FREE LIST FAILED BY DEMOCRATIC NEGLECT.

Washington, March 14.—Since it became known that the bill to retain tin on the free list failed to become a law at the recent session of Congress, several free trade newspapers have sharply criticised Republican Senators and attempted to hold them responsible for the failure. Like a good many other performances of Free Traders, this one is destitute of truth and fairness. The facts are these:

The bill was introduced into the House of Representatives and referred to the Committee on Ways and Means, February 16, fifteen days before the expiration of the LIId Congress; it was not reported by that Committee to the House until February 27, only four days before the end of the Congress; it was passed by the House late on the afternoon of the following day under suspension of the rules, without explanation or debate; it was received by the Senate March 1, only two days before Congress expired, and was referred to the Finance Committee; it was reported back to the Senate on March 3, two days afterward, with an amendment by Senator McPherson, a Democratic member of the Finance Committee, who at the same time gave notice that he would ask the Senate to consider it in the course of the day; Senator McPherson neglected to ask the Senate to consider the bill and it failed to become a law.

It will be observed that the bill was not introduced into the House of Representatives and referred to a committee until the last session of the LIId Congress was seventy-four days old, or until within fifteen days of the expiration of that Congress; that the bill was held eleven days by the Ways and Means Committee, although that committee was not pressed by other business; that the bill did not reach the Senate until within seventy-two hours of the final adjournment; that it was reported back to the Senate within forty-eight hours, and only twenty-four hours of the expiration of Congress, by a Democratic Senator, who gave notice that he would demand consideration, but who failed to do so. It will be noted that the bill was under Democratic auspices and control from the time it made its appearance in the House until a Democratic Senator allowed it to die of neglect.

In justice to Senator McPherson, however, it should be said that, owing to the lateness of the hour and the immense pressure of other legislation, it would probably have been impossible for the bill to become a law, even if he had called it up, as he doubtless intended to do. The failure of the measure, therefore, was wholly due to the House of Representatives, which alone could originate revenue legislation. If the Ways and Means Committee, of which Mr. Springer was chairman, had done its duty promptly, the bill would have become a law, and the imposition of a duty on tin would have been postponed at least one year beyond July 1, 1893.

EXAMINATION DATES CANCELLED.

THE CIVIL SERVICE COMMISSION CRIPPLED BY LACK OF FUNDS.

Washington, March 14.—The Civil Service Commission to-day took the necessary action to cancel all examinations scheduled to be held between March 21, 1893, and June 30, 1893, in the States of Missouri, Illinois, Ohio, Indiana, New-York, Wisconsin, Iowa, Nebraska, New-Jersey, Connecticut, Delaware, Idaho and Wyoming; also the examinations scheduled for Pittsburg, Garden City, Kan.; Grand Junction, Col., and Salt Lake City, Utah.

In explanation of this action Commissioner Roosevelt to-day said that the cancellations of these dates was made necessary by the failure of Congress at its last session to appropriate sufficient money to pay the travelling expenses of the examiners. When the schedules were prepared the Commission had barely enough funds available to do the work. Subsequently, by order of the President, all free delivery postoffices were included within the classified service. This additional work made necessary a considerable expenditure, and when a deficiency became apparent the Commission asked Congress for $1,000 to cover the time until next year's appropriation became available, explaining that the work of the Commission could not be continued without it. The deficiency appropriation was not made, however, and the Commission now finds itself unable to hold the examinations already provided for, and with no alternative but to cancel them.

No examinations will therefore be held except in states where there is an immediate and pressing need of eligibles. These include the Pacific coast States, the Rocky Mountain region, Rhode Island and Vermont. In most of the other States there are now ample registers of eligibles. In Missouri, Indiana, Ohio and Illinois, there are about 1,000 names available, and in Pennsylvania, New-York, Iowa and Wisconsin there are about the same proportion. There is, therefore, no danger of any failure of eligibles or harm coming to the public service in consequence of the failure of the examinations. Whatever inconvenience there is will be to the applicants themselves, as no one from the States named can be permitted to take an examination prior to June 30. This Mr. Roosevelt said was not due to any fault of the commission, but was wholly due to the action of Congress.

The commission had always striven to secure an equitable proportion of appointments among the several States, but its power to do justice depended upon receiving a bare sufficiency of appropriations, which it asked for from Congress. But this sufficiency was not granted. If by any chance the eligible lists in any State should become exhausted the commission will make certifications from other States or the District of Columbia. But there is no real danger that such a contingency will arise. Each applicant having his request for examination on file will receive notice of the cancellation of the dates and the commission's reasons therefor.

HOLMAN'S MELANCHOLY REVIEW.

VAIN ATTEMPTS TO EXPLAIN AWAY THE LAVISH EXPENDITURES OF THE LAST CONGRESS.

Washington, March 14 (Special).—In a belated issue of "The Congressional Record," of the LIId Congress, which was published this morning, appears Chairman Holman's unspoken speech on appropriations and expenditures, accompanied by certain tables. He is the same Chairman Holman who, at the beginning of the last Congress, proclaimed that that body would reduce appropriations at the rate of $100,000,000 a year, and who, in January, 1892, drafted the famous "economy and frugality" resolution, which was adopted with only twenty-five dissenting Democratic votes, long before the first appropriation bill was framed. Judge Holman's review of the subsequent proceedings and achievements of that "economy and frugality" Congress is a melancholy one, despite his unfair and unsuccessful attempt to show that its appropriations did not largely exceed those of any previous Congress. Among other things, he said:

It cannot be denied that the tendency to lavish expenditures in our Government seems almost irresistible. New and unexpected fields of expenditure appear in the legislation of every successive year. It is the local enterprises and favoritism in the feature of our legislation which tend to splendor in government that threaten in the early future, unless condemned by public opinion, to make our Republic one of the most extravagant of the Governments of modern times.

Further on he declares that "we have reached a state of public expenditures that cannot be justified." Again, he says:

The great multitude of our citizens who take no interest in politics except for the purpose of perpetuating our free institutions and maintaining honest government, will feel in some degree disappointed with the action of the LIId Congress. All considerate men must agree that the rate of expenditures in our Federal system is excessive and indefensible. The appropriations for river and harbor improvements have been greater in this Congress than ever before.

Of course Mr. Holman attempts to shift the responsibility for Democratic prodigality to Republican shoulders, but he makes a more dismal failure of it than Mr. Dockery even, because, unlike the Missouri statistician, he is logical enough to make comparisons extending over a series of Congresses, something which the latter prefers not to do. For example, Mr. Holman says that the Democratic House in the XLVIIIth Congress reduced the appropriations $122,000,000 as compared with the appropriations of the preceding Republican House. He omits to say, however, that the latter was compelled to appropriate $105,000,000 for arrearages of pensions alone, on account of an act passed when both Senate and House were Democratic in the XLVIth Congress, an act which was within a few months repealed by the same Democratic Senate and House, by the imposition of a time limitation which not only threw the burden of appropriations upon the succeeding Republican Congress, but worked gross injustice to worthy pension claimants whose applications were not filed before a certain date.

In failing to bring out this fact, as well as in charging the LIIst Congress with appropriations made by the LIId, and in neglecting to credit the former with appropriations made necessary by legislation of the Democratic Congress which preceded it, Mr. Holman has shown that he can be as partisan and unfair as any other Democrat in his vain attempt to save his party from the consequences of its own folly and insincerity.

An excellent antidote for the misrepresentations and misleading figures given by Chairman Holman is also found in "The Record" issued to-day. It is the statement prepared by Colonel Henderson, of Iowa, a synopsis of which has already been published in these dispatches and which not only exhibits clearly and fairly the results of the work of the LIst and LIId Congresses, but thoroughly exposes the unfair, untruthful and misleading character of the statement and figures which party necessity has forced Democrats to use in their desperate attempts to deceive the country and make intelligent people believe that $988,000,000 is a bigger sum that $1,026,000,000.

THE LEHIGH VALLEY LEASE.

REDUCTION OF THE DIVIDEND TO 1 1-4 PER CENT.

THE BOARD OF DIRECTORS' STATEMENT OF THE REASONS FOR MAINTAINING THE CONTRACT WITH READING.

Philadelphia, March 14.—The Board of Directors of the Lehigh Valley Railroad, after a special meeting to-day, issued the following statement to the stockholders:

"An agreement, supplementary to the lease dated February 11, 1892, from the Lehigh Valley Railroad Company to the Philadelphia and Reading Railroad Company has been executed by the two companies and approved by the receivers of the Philadelphia and Reading Railroad Company, which supplement embodies the following provisions: 'The Lehigh Valley Company consents that the terms of the lease aforesaid, so far as relates to the rental to be paid thereunder, shall be modified as follows, and the Reading Company agrees to such modification, to wit: Upon March 31, 1893, and upon the last days of every June, September, December, and March thereafter, during a period of two years from the 31st day of March, 1893, the Reading Company will pay to the Lehigh Valley Company the sum of $504,185, the same being equal to 1 1-4 per cent of the existing outstanding capital stock of the Lehigh Valley Company, subject to the proviso and condition, however, contained in said recited indenture of lease, that if at any time thereafter, the capital stock of the Lehigh Valley Company shall be increased under any provisions therefor, the sums herein agreed to be paid shall be increased by a sum equal to the amount of a dividend upon a like amount of the present existing capital stock of the Lehigh Valley Company at the rate named.

"'It is further agreed that if, at the end of said period of two years, the net earnings of the Lehigh Valley Company shall be found to have exceeded 10 per cent, then the Reading Company shall pay to the Lehigh Valley Company all such surplus net earnings up to 14 per cent; and if said earnings during said time shall be found to have exceeded 14 per cent, the Reading Company shall pay to the Lehigh Valley Company 50 per cent of such excess, under the provisions of Paragraph E of Article 1 of said lease, and subject to the further provision that such 50 per cent in said period shall not exceed a sum equal to 6 per cent on the then outstanding capital stock of the Lehigh Valley Company.'

"It will be observed that by this provision the entire net earnings of the property of this company are secured to it during the two years named, and that thereafter the original covenants of the lease will be in force. It is decidedly the opinion of the management of this company that the property is capable of larger earnings in union with the Philadelphia and Reading Railroad, as the two roads are now operated, than would be possible if the lines of this company were operated independently, and that the temporary arrangement above set forth is for the best interests of the Lehigh Valley Railroad Company. The receivers of the Philadelphia and Reading Railroad Company did not feel warranted in paying a dividend at the rate of 7 per cent per annum, as provided by the lease, unless such amount shall be earned from the devised property. Some temporary concession was necessary, otherwise we were confronted with the necessity of terminating the lease and operating the Lehigh Valley Railroad independently, which would have probably resulted in a suspension of dividends during the period consumed in re-establishing such independent operation. How long dividends might have to be suspended would depend largely on the conditions following a severance of our relations with the Reading. The experience of the last year, during which the lines of the two companies have been operated jointly, indicates very positively that their union is to the advantage of both; by it we are secured in a direct entrance into Philadelphia, and the advantage that accrues to the Reading from the use of our Buffalo and New-York terminals is repaid to us in the increased traffic thrown on our lines from Reading territory.

"The careful consideration of the facts and conditions above recited has brought your Board of Directors to the conclusion that the lease of your property should be maintained; and also, that the modification adopted will secure to you the full earnings of the property, and more than if an independent operation were resorted to. In these conclusions we believe a like consideration on your part will lead you to concur."

The statement is signed, by order of the Board of Directors, by John R. Fanshawe, secretary.

TO BUILD RAILWAYS IN COLOMBIA.

Denver, Col., March 14.—The Bogota and Magdalena Railway Company yesterday filed articles of incorporation with the Secretary of State for the purpose of purchasing and operating the Girardot Railway in the Department of Cundinamarca, Colombia, by concession from the Government to John H. Pennington. The stockholders are principally capitalists of Pittsburg, Indianapolis, New-York, Philadelphia and Bogota. It is proposed to build three lines of railroad, about 300 miles in all, from Bogota to points on the Magdalena River. The principal offices will be in Pittsburg, but the company has branch offices in Denver.

OPPOSING A PROJECTED CONSOLIDATION.

Peoria, Ill., March 14 (Special).—Proceedings were begun this morning in the Peoria branch of the United States Circuit Court, when an injunction was asked for, restraining the officers and directors of the Peoria, Decatur and Evansville Railroad Company from consolidating that road with the Chicago and Ohio River Railroad Company and issuing consolidated mortgage bonds of the Peoria, Decatur and Evansville in payment for the said Chicago and Ohio River road. The proceedings were instituted by John Zimmerman, of New-York. The hearing was set for March 24.

ANNUAL MEETING OF MISSOURI PACIFIC.

St. Louis, March 14.—At the annual meeting of the stockholders of the Missouri Pacific Railroad Company held here to-day at the general office of the company the following board of directors was elected for the ensuing year: George J. Gould, Russell Sage, A. L. Hopkins, Edwin Gould, Louis Fitzgerald, John P. Munn, John G. Moore, Howard Gould, Samuel Sloan, Thomas T. Eckert and D. D. Parmley, of New-York; Carlos S. Greely and S. H. H. Clark. The new directors are Howard Gould and Louis Fitzgerald. The board will hold a meeting to-morrow, but as only a minority of the members are present it will adjourn to New-York, where it will elect a president and otherwise organize.

THERE MAY BE A GRAIN RATE WAR.

Buffalo, March 14.—There is prospect of a railroad rate war in the grain-carrying trade as soon as the grain begins coming down the lakes. Even now the boats bound east from Buffalo are said to be open for a bargain; a fact which, with so little grain to catch, as at present, is significant. A local shipper says that the 15-cent rate by rail has not been sustained at all, and that he does not think the rate has been over 10 cents all winter. It depends entirely upon the quantity shipped. He predicts that the grain rate to New-York will be down to 5 cents, or less, before a canal boat leaves here this spring.

AGAINST LOUISVILLE AND NASHVILLE.

Nashville, Tenn., March 14.—John Ruhm, United States District-Attorney, filed in the Federal Court here yesterday the bill of complaint of the Interstate Commerce Commission against the Louisville and Nashville Railroad. The bill alleges that the company has steadily refused and continues to refuse to obey any order made by the commission under a decision relative to discriminations in coal rates charged shippers to Nashville over its lines.

TO PARALLEL THE CANADIAN PACIFIC.

Winnipeg, Man., March 14.—The chief topic here is a proposed new road between Winnipeg and Lake Superior, paralleling the Canadian Pacific. Men interested say they have $8,000,000 of New-York capital ready to build the line, and that all they want is a guarantee of the local government to go on with the work. A strong deputation of citizens waited on the Government to urge them to call a special meeting of the Legislature and grant the aid asked. The intention is to run the proposed line from Winnipeg south of the Canadian Pacific, tapping the Rainy River country and through to Port Arthur, a distance of between 400 and 500 miles. After hearing members of the deputation, the Premier assured them that their request would be taken into consideration at the first Cabinet meeting.

THE PENNSYLVANIA'S ANNUAL MEETING.

MANY OBJECTIONS RAISED BY W. E. LOCKWOOD ON BEHALF OF ENGLISH STOCKHOLDERS.

Philadelphia, March 14.—Outside of the manifold objections made by W. E. Lockwood to everything in general, and to the management in particular, the forty-sixth annual meeting of the stockholders of the Pennsylvania Railroad Company, in Musical Fund Hall this morning was a special feature. It begun at 11 o'clock, and adjourned fifty-two minutes later, but during that period Mr. Lockwood, who said he represented English and American shareholders, was on his feet almost continuously. The initial move was made by Mr. Lockwood in nominating President George B. Roberts, as chairman. The president declined to serve, and Richard Vaux and John Sims, secretary of the company, were respectively chosen as chairman and secretary. Mr. Lockwood then wanted President Roberts to take a seat on the platform so that he could answer questions. This was allowed, but no questions were answered.

The thirty-one pages of the annual report which was published were then considered seriatim, and for about every page Mr. Lockwood had something to inquire. His inquiries were all taken down stenographically, and will be considered by the incoming Board of Directors. When this had been concluded, Mr. Lockwood offered, through General Lewis Wagner, as spokesman, thirty-eight intricate questions for President Roberts to answer. They were prepared by English stockholders from last year's report, and were as varied as they were numerous. The object of Mr. Lockwood was to have the president reply to queries which it was said he evaded when in England on a recent tour, and Mr. Lockwood moved that the queries be referred to the president and the incoming directors. The motion was lost.

Mr. Lockwood's next step was to offer a resolution providing for the creation of an executive committee of the Board of Directors, the chairman of which shall be the ranking officer of the company and shall be elected as the president now is. The resolution further provided that the chairman shall preside at meetings of the shareholders and directors. This was referred to the new management.

Next the same gentleman presented a resolution prohibiting the president and the Board of Directors from leasing the property and franchises of the company to any syndicate of individuals or corporations without first submitting their action to the shareholders for approval. This was laid on the table.

Lewis Elkin moved that the annual report be accepted and a vote of thanks be tendered to the president and Board of Managers. This caused Mr. Lockwood to present as an amendment a series of resolutions providing for the appointment by the chairman of a committee of five shareholders, disconnected from the operation of the road, to inquire into pending contracts with the Adams Express Company and Pullman Palace Car Company, and the working and expenditures of the general agent's office, etc.

Captain Green, second vice-president, vigorously denounced Mr. Lockwood for making a farce of this and previous annual meetings, and moved that the amendment be laid on the table. Mr. Lockwood's reply was that if anything should hang the management "higher than Pamar" it should be the company's contracts with the Pullman Palace Car Company, which are "slathered in infamy."

The resolutions were tabled, and, after the chairman of the meeting had been requested to appoint seven shareholders to recommend, after conferring with the president, a ticket of directors to be voted for, the report of the president was adopted, Mr. Lockwood alone voting in the negative. The meeting, which was fairly well attended, then adjourned.

TO LAY SURFACE TRACKS IN COLUMBUS.

Cleveland, Ohio, March 14.—A big street railroad company has been organized by Cleveland and New-York capitalists, at Columbus. They obtained articles of incorporation, several days ago, for the Columbus Central Railroad Company, with a capital stock of $1,500,000. The company has a franchise entitling it to lay about thirty-six miles of tracts within the city and running to suburban towns.

TO MANAGE A BUREAU OF INFORMATION.

Chicago, March 14.—At a meeting of the rail and lake routes terminating at Chicago the following men were appointed as an executive committee in charge of the Bureau of Information for rail and water companies to be established at the World's Fair grounds: For Western, Northwestern and Southwestern lines, George H. Heafford, of the Chicago, Milwaukee and St. Paul road; Eastern lines, O. W. Ruggles, of the Michigan Central; Southern lines, A. H. Hanson, of the Illinois Central; Lake lines, John Singleton, of the Goodrich Transportation Company; committeeman-at-large, P. S. Eustis.

RAILROAD BILLS IN MASSACHUSETTS.

Boston, March 14.—The Legislative Committee on Railroads has reported a bill providing that the Old Colony Railroad Company may unite with or purchase the property of any railroad corporation now leased or operated by it, or any steamboat or other transportation companies in which it holds a majority of the stocks, on such terms as the Railroad Commissioners may approve, and that for such purpose it may sell as much stock at auction as the Railroad Commissioners may approve.

The committee have also agreed upon a bill to authorize the Boston and Maine or the Boston and Lowell railroads to lease or purchase the road, franchise and property of the Concord and Montreal Railroad. In case the lease be made to the Boston and Lowell, that road has power to assign it to the Boston and Maine.

CONTROL OF AN OHIO ROAD SOLD.

The control of the Cleveland, Lorain and Wheeling Railroad has been sold by the estate of the late Selah Chamberlain, of Cleveland, Ohio, to a syndicate led by Henry F. Shoemaker and Henry A. Taylor, of New-York. Messrs. Shoemaker and Taylor are now in Cleveland in order to complete the transfer. The transfer embraces $4,000,000 preferred stock and $1,000,000 common stock. The road extends from Lorain to Bridgeport, Ohio, and its principal traffic arises from handling coal. The Shoemaker-Taylor syndicate controls the Cincinnati, Hamilton and Dayton, but it is asserted that the Cleveland, Lorain and Wheeling is not to be leased or consolidated with the first-named road, but it is to be operated independently.

ELECTING THEIR DIRECTORS.

The annual meeting of the stockholders of the Elmira, Cortland and Northern Railroad was held yesterday in the Corbin Building, and resulted in the re-election of the following directors: Austin Corbin, J. R. Maxwell, W. G. Wheeler, J. D. Campbell, A. N. Hehre, W. J. Hehre, J. K. O. Sherwood, George S. Edgell, Charles M. Reynolds, Frederick Cook, Frank M. Kelley and E. R. Reynolds.

"To raise the boom till crack of doom" is not exactly our plan of electoral campaign, but it is the plan we elect to avail ourselves of for keeping Johann Hoff's Malt Extract before the public eye. The public, like the law, has only one eye (and justice is blind), but it is sufficiently large to comprehend within its range what is best for its own well-being. The public eye is a discriminating eye, and the public ear is a receptive ear, but the public mind in the almost frantic appeal nowadays for its suffrages is apt to fly from one specialty to another, like the bee from flower to flower, and is lost in the bewilderment of variety. The only way to keep the public well informed as to its best advantages is to keep those advantages well before them, and Johann Hoff's Malt Extract is a reminder, which we wish to be as perpetual as time, that it is a boon which the highest may welcome with alacrity in all cases of faulty nutrition, dyspepsia, general debility, etc. Insist upon the genuine, which has the signature of "Johann Hoff" on the neck of every bottle. Eisner & Mendelson Co., Sole Agents, New-York.

I'm an old smoker, and have at one time or another tried all the different Smoking Tobaccos, but *for a good smoke* **Bull Durham** beats 'em all.

A leading characteristic of **Bull Durham** has always been the hold which it takes on old and fastidious smokers. What its excellence first secured, its uniformity has always retained, and it is, therefore, to-day as twenty-five years ago, the most popular Smoking Tobacco in the world.

Get the genuine. Made only by

Blackwell's Durham Tobacco Co.,
DURHAM, N. C.

OHIO AND MISSISSIPPI UNION.

Plans are now rapidly maturing for the consolidation of the Ohio and Mississippi and the Baltimore and Ohio Southwestern Railroads, by which the Baltimore and Ohio will have an independent line to St. Louis, embracing a mileage of 1,169 miles. The consolidation of the separate roads which resulted in the organization of the Baltimore and Ohio Southwestern has been followed by such favorable results that the further completion of the organization of the system by amalgamation with the Ohio and Mississippi is expected to produce still more encouraging results. The plan of consolidation was approved by the English shareholders of Ohio and Mississippi at a meeting in London last week, and the New-York committee of stockholders, headed by William Lanman Bull, is now calling for prompt action by the American security-holders.

The Farmers' Loan and Trust Company is now prepared to receive deposits of the 5 per cent currency first mortgage 5 per cent bonds of the Ohio and Mississippi Railway in exchange for the new 4 1-2 per cent first consolidated mortgage gold bonds of the new company, bond for bond. The new bonds run for 100 years, and are guaranteed in gold by the Baltimore and Ohio Railroad. The gold clause of the new bonds is expected to appeal to holders of the old currency bonds with additional force, owing to the general agitation of the silver question. The success of the plan of consolidation is dependent largely on the prompt response of American holders, as the Baltimore and Ohio may not be so considerate in its treatment of the Ohio and Mississippi security-holders on a gold basis later.

THE OPERA HOUSE PROPERTY TRANSFERRED.

The transfer was recorded yesterday of the real estate, land and building, bounded by Broadway, Seventh-ave., Thirty-ninth and Fortieth sts., that is to say of the Metropolitan Opera House, from David Thompson, referee, to the Metropolitan Opera and Real Estate Company, the consideration named being $1,425,000. A mortgage on the property for $600,000 to the Bowery Savings Bank was also recorded. This is the formal record of transactions already familiar to the public. The property was sold by auction on February 14, under foreclosure of a mortgage held by the Bowery Savings Bank, for $600,000, by the referee, Mr. Thompson, and it was bought by James A. Roosevelt, the president of the old Metropolitan Opera House Company, and nine others, for $1,425,000. They bought it for the purpose of holding it till a company should be formed to take it off their hands and assume the responsibility of its maintenance as an opera house. They pledged themselves to dispose of it to such a company at the price they paid and this promise they have now carried out, the new owners being the Metropolitan Opera and Real Estate Company. The new mortgage executed to the Bowery Savings Bank takes the place of the one which was foreclosed.

NOTES OF THE STAGE.

Charles Coghlan was still unable to play in "Diplomacy" at the Fifth Avenue Theatre last night. It is hoped that he will be able to appear this evening.

Miss Bertha Beerens gave her first concert at Hardman Hall yesterday afternoon, in the presence of a good audience. Miss Behrens has many friends among the members of the musical societies of the city, and they were present in large numbers. She also takes pride in the fact that her instruction and musical training have been entirely American. Her concert was much enjoyed by all who had the privilege of hearing it.

Miss Julia Arthur is to be "lent" by A. M. Palmer to T. Henry French, to play the leading part in "The Prodigal Daughter," which is to be played at the opening of Mr. French's new theatre, at Eighth-ave. and Forty-second-st., about May 1.

Miss Mabel Eaton, of the Coghlans' Company, reports the loss of $50 and a quantity of diamonds and other jewels, which she found to be missing from her room when she returned from the Fifth Avenue Theatre to her hotel on Monday night. Accounts of losses of diamonds by singers and actresses are not new.

Mme. Marie L. Ranko announces that she will positively repeat her selections from Sir Edward Arnold, "A Pair of Egyptian Slippers," "She and I," "A Rajput Nurse" and "The Saint's Temptation," at the Madison Square Garden Concert Hall this evening at 8:30 o'clock. Miss Lucie E. Mawson will play Moskowski's Waltz in E major, Rubenstein's "Barcarolle" and Raff's "Rigaudon," and Miss Nina Bertini-Humphrys will sing "Le Cid," by Massenet, and "Charmant Oiseau," from "La Perle du Bresil," by Felician David.

Alexander Salvini will begin a four weeks' engagement at the Manhattan Opera House on Easter Monday, but as yet it has not been decided in what play he will open.

The funeral of Harry Kernell will take place at the Church of the Holy Innocents, in Thirty-seventh-st., near Seventh-ave., this morning at 10:30 o'clock. The burial will be in Philadelphia.

THE WEATHER REPORT.

THE COLD WAVE CLOSE AT HAND.

Washington, March 14.—The storm which was central north of Lake Erie this morning has moved to the north of Lake Ontario, and a secondary depression has developed on the Middle Atlantic Coast. The barometer continues unusually high in the Northwest, and has risen rapidly for the central valleys and lake regions, and is falling rapidly to the west of Rocky Mountains. The cold wave has extended eastward to Lake Erie, and southward to Tennessee, the temperature having fallen from 20 to 40 degrees in this region. Light snows are reported from the Ohio Valley and lake regions, and rain from the Middle Atlantic States. It is fair in all other districts. The cold wave will extend over the Atlantic Coast to-morrow morning with rain or snow, followed by clear weather. The temperature will rise slowly in the region west of the Mississippi, with fair weather.

Rivers—The Ohio is rising from Parkersburg to Cairo. The Cumberland and Tennessee are rising slightly. The Missouri is rising at Kansas City. The Mississippi, from Keokuk to Memphis, is rising; at Helena it is falling, and from Vicksburg to New-Orleans it is stationary.

DETAILED FORECAST FOR TO-DAY.

For New-England, rain or snow; winds shifting to westerly with a cold w