# A BLOW AT THE ROADS.

## THE TRANSMISSOURI FREIGHT DECISION.

### DISCUSSION OF THE EFFECT OF IT ON THE JOINT TRAFFIC ASSOCIATION.

The great importance of the United States Supreme Court decision against the Transmissouri Freight Association, although the freight association has been dead for three years, is conceded by railroad officers. The decision threatens other railroad traffic associations, including the Joint Traffic Association, the membership of which is composed of the Trunk lines and their immediate Western connections. George R. Blanchard, the Commissioner of the association, yesterday declined to express an opinion on the Transmissouri decision.

The effect of the decision in Wall Street was considerable. It caused a general decline in the prices of stocks, whereas before the tendency of values had been distinctly upward. The opinion was expressed in some quarters that the decision was the most serious blow that had been struck at railroads since the passage of the Interstate Commerce act. It was thought, however, that the decision might force a modification of the existing law by showing that it was impossible for the railroads to live under it.

In the Transmissouri case two questions were involved, viz., first, whether the Sherman Anti-Trust law applied to common carriers; and, second, whether the railroad agreement violated the Anti-Trust law. The Court seems to have decided both affirmatively. A case, however, will have to be made out against each individual railroad association and tried on its merits. The application of the Transmissouri case to the Joint Traffic Association will be determined first. There were two decisions in favor of the Transmissouri association previous to the final one against it. There have been two decisions in favor of the Joint Traffic Association. If the final decision is against it, the association will not go out of existence, but will reorganize.

A lawyer of experience in railroad affairs, expressed his opinion as follows:

The decision by the Supreme Court in the Transmissouri Freight Association case yesterday has naturally directed attention to the Government's case against the Joint Traffic Association, which has been brought upon much the same grounds and which the Government will undoubtedly carry to the Supreme Court. The decision yesterday necessarily settles the fact that it is subject to the Sherman Anti-Trust law, but the question as to whether or not the court has held that all contracts in restraint of trade are illegal cannot be determined until the full text of the decision is received. The courts have always held that such contracts to be unlawful must be what they have described as being illegal contracts in restraint of trade, and the question as to whether or not contracts have come under this heading has been decided upon the ground as to whether or not, in the opinion of the court, they were reasonable. After the Sherman law was passed the courts held that, as this ruling upon contracts in restraint of trade had always been maintained, the words in the Sherman law, "contracts in the restraint of trade," clearly meant illegal contracts in restraint of trade. The important point now is, and it is a very far-reaching one in its effect, whether or not the Supreme Court has decided that all contracts in restraint of trade are illegal, or whether there was something in the contracts of the Transmissouri Freight Association which brought them under the head of illegal or unreasonable contracts in restraint of trade.

Chauncey M. Depew, who is chairman of the Board of Control of the Joint Traffic Association, said yesterday that there was no doubt that the decision of the Supreme Court was a matter of serious moment. He added that he could not talk intelligently upon the situation, as he had not yet been furnished with a full text of the decision. From what he had heard superficially, however, he was inclined to the belief that the decision did not cover the Joint Traffic Association, or if it did that it opened up a new cause of action, and that each individual association would have to have a hearing. Mr. Depew then went on to explain that the articles of organization of the Joint Traffic Association were drawn up carefully by the ablest lawyers in the country, and that nothing was done hastily or carelessly. He said it took months to frame these articles, and that they were passed upon by the foremost railroad men in the country, the shrewdest and brightest lawyers, and amended so that there was not a flaw left where they might conflict with the Government. Even the care of a test case was resorted to.

### HOW IT IS VIEWED IN CHICAGO.

#### MANY ASSOCIATIONS AND COMMITTEES CERTAIN TO BE DISRUPTED.

Chicago, March 23.—Within a week it is expected by high railroad officials that not one of the organizations having jurisdiction over passenger and freight rates will be in existence in this country, as a result of the decision of the United States Supreme Court. The work of disintegration began in this city to-day.

General Solicitor Kenna, of the Santa Fé system, advised the traffic manager of that road to withdraw immediately from all freight associations of which it has been a member. It is believed that Mr. Kenna will advise the Santa Fé's withdrawal from all passenger associations to-morrow. A long consultation with other attorneys of the Chicago, Milwaukee and St. Paul road was held by General-Solicitor Peck. Before the meeting of lawyers Mr. Peck stated that he would advise the St. Paul's withdrawal at once from all associations. The counsel for the Chicago, Rock Island and Pacific road advised the officers that the only legal course to pursue was to sever connection with all associations. On good authority it was stated that the following other important lines have also decided to give similar notice of withdrawal: Wisconsin Central, St. Louis and San Francisco, Minneapolis and St. Louis, and Chicago-Great Western.

The peremptory action of these companies means the certain disruption of the following associations and committees: Western Freight Association, Transcontinental Passenger Association, Western Passenger Association, Southwestern Traffic Association, Transmissouri Freight Association, Southwestern Passenger Committee, Mississippi Valley Freight Committee, St. Paul and Minneapolis Rate Association, Colorado Freight Association, the local passenger associations of St. Louis, Colorado Springs, Pueblo, Denver and Chicago; Local Freight Agents' Association of Chicago, St. Louis Association of General Passenger Agents, Chicago and St. Louis Traffic Association, Western Classification Committee and Minneapolis Terminal Freight Association.

The life of these organizations is dependent on unity of action by all members, and the withdrawal of one line may be followed by the making of lower rates, which would immediately result in all the other competing lines quitting the association. Officers of various Western roads seen by the United Associated Presses reporter were divided on the effect which this disruption would have on rates. Officials of the Santa Fé said they saw no reason why rates should become demoralized, while representatives of the Chicago and Alton, notably Vice-president and General Manager Chappell, said they did not see how rate wars could be prevented.

The consensus of opinion is that a period of widespread and disastrous rate disturbance is at hand, because each road can now do as it pleases and cut rates openly and secretly regardless of the Interstate Commerce law. Railroad men and shippers agree that such conditions will work injury to the general public, giving big shippers and merchants, who get the lowest rates, an advantage over competitors. Railroad men here believe that it would be unwise and useless to combat the decision, and that their prompt compliance will help the passage of laws regulating the transportation companies especially the Patterson Pooling bill now pending. It is the general opinion that differentials, which are an agreed lower tariff given certain roads at a disadvantage by competitors, will have to be abolished. Some of them have been in force twenty years and have an important bearing on competition between rail and water routes from Chicago eastward.

### BALTIMORE AND OHIO SOUTHWESTERN.

The following statement is from official sources:

The Baltimore and Ohio Southwestern Railway Company is making arrangements for the extension of the 7 per cent bonds of the Ohio and Mississippi Railway Company, which mature on January 1, 1898, at 4 per cent, instead of the present rate of 7 per cent. The amount of the bonds is $6,500,000. It is expected that the bonds will be extended for fifty years from January 1, 1897. At the time of the organization of the company a plan was created for the exchange of these bonds for the first consolidated mortgage bonds of the company, or the payment thereon by the sale of such bonds. The consolidated bonds are guaranteed by the Baltimore and Ohio Railroad Company. On account of the receivership of the Baltimore and Ohio Railroad Company, this plan is not now feasible. The Farmers' Loan and Trust Company, as trustee, has formally applied to the court, stating the facts that the bonds may be extended for the time named at 4 per cent, instead of being paid off or exchanged, as originally contemplated. The arrangement proposed will reduce the interest charges on the road about $220,000 annually. This arrangement is in the interest of not only the railway company, but also of all classes of securities. The legal proceedings noted in yesterday's dispatches are entirely friendly and in the interest of the property and security holders.

### PENNSYLVANIA DIRECTORS RE-ELECTED.

Philadelphia, March 23.—The annual election for directors of the Pennsylvania Railroad Company was held to-day. The present Board was re-elected without opposition. The directors will re-elect the present executive officers of the company for another term, and thereby continue the reorganization as completed after the death of President Roberts.

### LAKE SHORE REFUNDING.

The basis of the exchange of the existing bonds of the Lake Shore and Michigan Southern Railway for the new 100-year 3½ per cent gold bonds, of which there is to be a total issue of $50,000,000, was announced yesterday. The new bonds are to be dated June 1, 1897, and in the exchange will be counted as worth 102½. The old bonds will be received on a 3½ per cent interest basis, or as bearing interest at the same rate as the new bonds. The amount to be paid in new bonds for each $1,000 in old bonds is as follows:

Buffalo and Erie Railroad 7 per cent, due April 1, 1898, $1,014 70.

Lake Shore Railway 7 per cent, due April 1, 1899, $1,047 62.

Lake Shore and Michigan Southern Railway 7 per cent consolidated mortgage and sinking fund coupon bond, due July 1, 1900, $1,102 88. The same issue registered bond, on which the April 1, 1897, interest to the amount of 1¾ per cent will be collected by the registered owner directly from the railway company, $1,085 91.

Lake Shore and Michigan Southern Railway 7 per cent second mortgage bond, due December 1, 1903, $1,172 88.

Speyer & Co., who are conducting the refunding operation, said: "The exchange will be made as of June 1, 1897, from which date the new bonds will bear interest. The mortgage will provide that all of the above issues of existing bonds are to be paid at maturity, so that thereafter the new 3½ per cent bonds will be secured by a first mortgage upon railroads, leasehold interests, equipment, franchises and income now owned or hereafter acquired by the Lake Shore and Michigan Southern Railway Company. Until the complete satisfaction and discharge of each of the existing mortgages above mentioned, the bonds secured by such mortgage will be held by the trustee of the new mortgage, and will be kept alive as additional security for the new bonds. Upon every exchange resulting in the right of the depositor to receive a fraction of the new bond we will buy such fraction at the price of 104, or, at the option of the depositor, we will sell to him at the same price the fraction necessary to complete a bond for $1,000."

## HOME NEWS.

### PROMINENT ARRIVALS AT THE HOTELS.

ALBEMARLE—General Roy Stone, of Washington, D. C. FIFTH AVENUE—Senator Nelson W. Aldrich, of Rhode Island; James L. McLane, of West Virginia, and Francis Peabody, of Boston. GILSEY—Sir Adolphe Caron, of Ottawa. HOFFMAN—Count Lehndorff Steinart, of Germany. HOLLAND—Bishop John F. Hurst, of Washington, D. C., and Charles Green, of St. Louis. IMPERIAL—Loris A. Thurston, formerly Hawaiian Minister at Washington. MANHATTAN—Edward J. Phelps, of Vermont. NORMANDIE—Colonel E. E. Wood, of West Point. SAVOY—The Rev. Dr. A. Mackay Smith, of Washington, D. C. WALDORF—General M. O. Terry, J. B. Herreshoff, of Bristol, R. I.; Barclay H. Warburton, John B. Garrett and W. H. Addicks, of Philadelphia. WINDSOR—Erskine M. Phelps, of Chicago.

### WHAT IS GOING ON TO-DAY.

Board of Estimate and Apportionment, City Hall, 11 a. m.

Interstate Shooting Association pigeon-shooting tournament, Elkwood Park, N. J.

National Board of Trade of Cycle Manufacturers. Meeting to select a successor to Dr. Hoffman, parish-house of All Angels' Church, 8 p. m.

Harlem Bachelors' smoker, Washington Hall, 8 p. m.

Central Republican Club, No. 101 West One-hundred-and-twenty-seventh-st., 8 p. m.

Aqueduct Commissioners' meeting.

### NEW-YORK CITY.

Justice Beach has signed an order allowing the nuns of the Order of St. Dominick to mortgage certain real estate owned by the order to the Emigrant Industrial Savings Bank for $6,000. The sum derived from the mortgage is to be used for the payment of balances due on contracts for the erection of a school and convent at Sherman Park, Unionville, N. Y.

Receipts for duties at the Custom House yesterday increased to $688,000. Deposits at the Sub-Treasury on account of duties were $383,000.

Sylvester Scovel, the newspaper correspondent in Cuba, who was imprisoned for thirty-one days at Sancti Spiritus by the Spaniards, arrived in this city yesterday from Havana on the Ward Line steamer Seguranca. The Spanish authorities, he said, did all they could to make him comfortable during his imprisonment and pending the investigation as to his status.

The Committee on Public Safety of the West End Association held a meeting yesterday at the office of J. C. Coleman, No. 100 Broadway. It was decided to refer the controversy with Colonel Waring over a proposed dump between Fifty-ninth and One-hundred-and-tenth sts., to which the association is opposed, to counsel, with power to take such action as may be necessary.

Health Officer Doty of the Port of New-York yesterday received a report from the agent he appointed in Egypt to watch for the possible spread of the bubonic plague through vessels arriving at the Suez Canal from India. The report refers to the precautions taken in Bombay to prevent the spread of the plague there, and says that from the recent investigations in Bombay of Rogers Pacha, Inspector-General of the Sanitary Department of Egypt, it is to be inferred that there is no likelihood of the plague reaching Egypt.

The body of the unknown man who attempted to sandbag a hatter named Goldstein in front of the latter's home, at No. 224 East Fifteenth-st., on Saturday night two weeks ago, and who fell dead when caught by two citizens, was buried yesterday morning in the Potter's Field.

The Board of Directors of the Young Friends' Aid Association has adopted resolutions on the death of William Blake, Superintendent of the Out-of-Door Poor.

Anthony Weber, seven years old, of No. 431 West Thirty-eighth-st., was instantly killed yesterday by being run over by car No. 62 of the Thirty-fourth-st. cross-town line in front of No. 492 Tenth-ave. The boy was on his way to school. The driver was arrested and sent to the Coroner.

While at dinner on St. Patrick's Day Mary Mulbrine, employed as a servant in the family of Charles Davis, at No. 29 West Fifty-second-st., swallowed a fishbone, which lodged in her throat. All efforts to extract the bone were unsuccessful and an abscess developed, which caused her death on Monday.

### SIR RODERICK CAMERON SEEKS DAMAGES

Sir Roderick Cameron had a suit in the Supreme Court yesterday before Justice Gildersleeve and a jury, in which he seeks to recover $135,000 from A. W. Wright for damages arising from breach of contract. Sir Roderick says he contracted with Wright for the purchase of the stock of the North Star Construction Company, consisting of 2,000 shares, with a face value of $100 each, for $33 a share, but Wright sold the stock to another person, causing Sir Roderick to lose $135,000. Mr. Wright's answer is a general denial. The case came to trial late, and was not finished.


**Laces and Handkerchiefs.**

ELEVENTH STREET STORE.

**Embroidered Chiffon Bands,—Black, Cream and Gilt Laces, 10 and 15 cents per yard.**

**Black and Ecru Vandyke Venise Laces, 15 to 25 cents.**

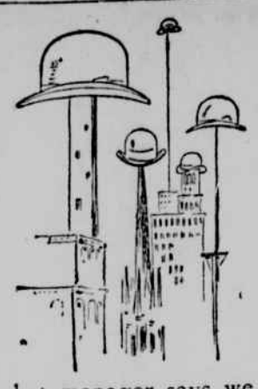
**Black Chantilly and Lamballe Flouncings, width 12 to 45 inches, 45 to 95 cents per yard.**
Formerly $1.25 to $3.00.

**LINEN SETS.**
**300 Colored Linen Sets,—Collars and Cuffs, 10 cents per set;**
Were 50 Cents.

**HANDKERCHIEFS.**
**200 dozen Ladies' Pure Linen Embroidered Handkerchiefs, 12½ cents;**
Good value for 25 cents.

**JAMES McCREERY & CO., Broadway and 11th St.**





The hat manager says we ought not to be in business, if with three big stores we couldn't give more for the same money than the exclusive hatter.

But instead of giving more for the same money we give the same for less money.

Derbys in all the fashionable shapes for $3 instead of $5.

Alpines and silk hats if you want them.

ROGERS, PEET & Co.

Prince and Broadway.
Warren and Broadway.
Thirty-second and Broadway.


### WESTCHESTER COUNTY.

#### YONKERS.

The Common Council met on Monday night, and Mayor Peene sent in the nomination of Ethelbert Embree for Police Commissioner. Alderman Mooney objected to action being taken, and it was laid over. Alderman Sutherland, chairman of the Committee on Public Buildings and Grounds, reported that there had been a conference between his committee and the Fire Commissioners, at which the matter of converting the police stables, now on Manor Hall grounds, into a suitable firehouse, when the new stables adjoining the municipal building are completed, was discussed. The committee asked for more time and the request was granted. The Board of Education asked for $45,000 to buy land and erect an addition to School No. 7, in Walnut-st. Referred to the Committee of the Whole, and the members of the Board will be asked to attend and be heard. Alderman Houston had a resolution adopted that the Mayor communicate with the Commissioner of Deputy Commissioner of Public Works of New-York City with the object of having the various gates kept open and the fences that impede travel removed on the Croton Aqueduct between Shonnard Terrace and Hastings. The Alderman thinks that if the roadway is open to the public it will be well patronized by bicycle riders. Requests were received and referred to the Board of Street Openings for the opening of Cornell-ave. and Clinton Place from Vark to Herriott sts. A special meeting of the Council has been called for to-morrow afternoon at 2 o'clock.

A number of persons gathered at the Association Alleys, in North Broadway, Monday night to witness the third game in the series between the Yonkers Bowling Club and the Palisade Boat Club. The former team was victorious by a score of 1,400 to 1,382. The Yonkers club won two out of the three games.

#### SING SING.

The work of enlarging the corporation building has begun. The old trustees' meeting-room has been demolished and the trustees will hereafter meet in the police court room until their new apartment is completed.

George W. Smith, a prominent resident of Dutchess Junction, and the son-in-law of Judge Thomas Leary, of this village, died from heart disease at his home on Tuesday morning. He was engaged in the brick manufacturing business, and was forty-three years old. A widow and three daughters survive him.

The amended charter for this village providing for the enlargement of the present boundaries of the corporation has been introduced in the State Legislature for enactment. The proposed amendments to the charter meet general approval both in this village and the town.

Lansing Terwilliger, manager of the Terwilliger Sash and Blind Factory and lumber yard, was successfully operated upon for appendicitis in St. Luke's Hospital, New-York City, on Monday afternoon.

From motives of economy the Board of Village Trustees failed to publish the treasurer's and Finance Committee's reports this spring in the village newspapers. The taxpayers raised such a fuss over the affair that now the trustees have ordered the publication of the reports, in a condensed form, however.

It cost about $32,000 to run this village last year; of this amount $17,000 directly or indirectly was expended upon the highways.

#### NORTH TARRYTOWN.

The newly elected Board of Trustees organized and held a lively meeting in the corporation rooms on Monday evening, the result of which has caused considerable ill-feeling among a large number of the voters of the village. The first business transacted was the appointment of David Silver as Village Clerk, in the place of Henry Fielden, the Good Government incumbent. Then came the appointment of Milton Minnerly as Chief of Police, to succeed Frederick A. Hackett. The latter filed a protest, asserting that his appointment was for one year from May, 1896. The protest was ignored, however, and the Board proceeded to make the following appointments: Sergeant, John Woods; patrolmen, Frank See and John Yocum; Highway Commissioner, Abraham Storms. The resignations of John Webber, as Sewer Commissioner, and Samuel T. Horton, as a member of the Board of Health were accepted. Michael Martin, Chief of the Fire Department, was appointed a member of the Board of Health for two years, to fill one vacancy, and Judge Daniel Armstrong for three years, in the place of Thomas Birdsall, whose term had expired.

#### PEEKSKILL.

County Clerk Leverett Finch Crumb will be at his Peekskill office in the Peekskill Savings Bank Building this evening from 7 until 8 o'clock to swear in the notaries public who have been appointed in Cortlandtown by Governor Black. The following are those who this year have received appointments: Cornelius A. Pugsley, William A. Hunt, Stephen Lent, Clifford H. Strang, H. A. Anderson, Isaac H. Smith, M. R. Smith and George E. Briggs.

#### MOUNT VERNON.

The case against Stephen J. Stilwell for refusing to obey an order of the Appellate Division of the Supreme Court, in practising law after a suspension, has been dismissed. Mr. Stilwell's suspension is for six months.

The Board of Education, at a special meeting on Monday night, presented its annual budget for $92,243, as against $82,067 last year. The increase of $8,676 is due to additional teachers and new buildings.

#### PORT CHESTER.

The home of Thomas Burdsell, in Pemberwick Road, was burned on Wednesday night. Mr. and Mrs. Burdsell and their children barely escaped with their lives. The loss is $4,000.

#### NEW-ROCHELLE.

The village trustees on Monday night voted to appropriate $7,000 for the improvement of the Fire Department, subject to the vote of the taxpayers at the village election. This amount includes a horse and carriage for the chief, James Ross, which are much needed. The trustees also reduced the force of men employed by the city from fifty-eight to twenty.

#### WHITE PLAINS.

E. G. Sutherland, Town Tax Collector, will probably not receive his warrant for the collection of the taxes of the town of White Plains until the first week in April. The taxes are due in March, but as the rolls are made up by the clerk of the Board of Supervisors in alphabetical order, the White Plains roll is the last to be made up, and is consequently delayed. The period at which taxes may be paid, with 1 per cent collector's fees, will not begin, however, until the warrant is issued to the collector.

### STATEN ISLAND HAPPENINGS.

The Grand Jury yesterday handed up a presentment in the Supreme Court, in reference to the condition of the village of New-Brighton, the finances of which it has been investigating. The jury did not find any fraudulent condition, but made several recommendations, suggesting more careful consideration of the granting of franchises to corporate bodies, the abolition of the salaried ordinance officers, a more efficient system of bookkeeping and the separation and expenditure of moneys of the various accounts for the specific purposes only.

Captain Caspar Schneider, a well-known resident of Stapleton, died at his home, on Harrison-st., yesterday morning, from grip. He was about seventy years old and was a manufacturer of chemicals.

### ORPAN ASYLUM MAY SELL ITS PROPERTY.

At the meeting of the Board of Aldermen yesterday, the resolution permitting the Roman Catholic Orphan Asylum at Fifty-first-st. and Fifth-ave. to sell its property was passed.


**Colored Dress Goods.**

**Crêpe Barège,—in all the fashionable shades,—40 inches wide, $1.00 per yard.**

**Silk and Wool Barège,—47 inches wide, $1.50 per yard.**

**Canvas Grenadine,—48 inches wide, $2.25 per yard.**

**Mexican Canvas,—double twisted thread, 47 inches wide, $2.50 per yard.**

**Ripley Mixtures,—a variety of colors, 85 cents per yard.**

These fabrics include the new grenadine weaves.
The shades of color represent the latest Green, Mauve, Grey, Fawn, Blue and Purple.

**James McCreery & Co.,**
Twenty-third Street.



**FLINT'S FINE FURNITURE**

"Oh, for a seat in some poetic nook."
—Leigh Hunt.

None more poetic could be dreamed of than the curious hanging seats used in India. They are of carved wood, with a wide double seat, cushioned with numerous pillows and suspended with massive chains. We have reproduced these slightly modernized, with most delightful results. They are an immense improvement on the old fashioned hammock, and are extremely picturesque, as well as practically comfortable. Nothing ever equalled them. You have only to see one to be persuaded to

"BUY OF THE MAKER"

**GEO. C. FLINT CO.**

43, 45 AND 47 WEST 23D ST.
NEAR BROADWAY.

FACTORY: 154 AND 156 WEST 19TH STREET.


### CITY GOVERNMENT AFFAIRS.

The Board of Estimate yesterday discussed the question of a site for the new Hall of Records. The building is to be occupied by the Register, the County Clerk, the Sheriff and possibly the Street Cleaning Department. The irregular plot in New-Chambers-st., Centre-st. and Park Row, occupied by "The Staats Zeitung" and other buildings, and the plot bounded by Duane, Reade, Elm and Centre sts., were considered. Controller Fitch suggested that it would be wise to extend Elm-st. through the block from Reade-st. to Chambers-st. and take the entire division lying east after the opening of the new street and bounded by Reade, Elm, Chambers and Centre sts. President Barker of the Tax Department said that this property would cost about $1,750,000, making a rough estimate. It was generally believed that this would be the best site, having the advantages of light and air on all sides. The Commissioners decided to meet again next Friday.

Resolutions were adopted at the meeting of the Aldermen yesterday ordering the Sixth and Eighth ave. railroad companies to file forthwith in the Controller's office statements of the cost per mile of the roads and of the receipts and expenditures. Although these companies have been operating since 1851, they have never yet filed any such statements. Resolutions calling upon the Corporation Counsel and the Commissioner of Public Works to refuse the right to these two roads to change their motive power from horse to electricity were also introduced and referred.

The $929,333 97 in schoolhouse bonds, 3 per cent, offered yesterday by Controller Fitch, were taken by the Sinking Fund Commission at par.

General Collis, Commissioner of Public Works, at a meeting of the Board of Estimate yesterday, presented this list of streets he proposes asphalting: Fifth-ave., Eightieth to Ninetieth st.; Tenth-st., Fifth to Greenwich ave.; Seventy-seventh-st., Lexington to Fifth ave.; Seventy-fifth-st., First to Third ave.; Fifty-first-st., First to Fourth ave.; Twenty-seventh-st., First to Third ave.; Seventieth-st., First to Lexington ave.; Eighty-sixth-st., from Fifth to Madison ave.; Seventh-ave. will be relaid in macadam from One-hundred-and-tenth-st. to the river. The list was referred to the Controller. The Board authorized the issue of $1,256,741 98 bonds to redeem the revenue bonds for laying out Fort Washington Park; $389,461 99 in bonds to pay for the new Appellate Division Courthouse, and $50,000 to the Board of Education for a new school site at One-hundred-and-forty-sixth-st. and Mott-ave. An opinion was received from Corporation Counsel Scott to the effect that Mail-st. is not a public street, that it had never been ceded to the city by the Federal Government.

### MODERN PAINTINGS AT AUCTION.

A sale of modern paintings by American and foreign artists was begun last evening at the Fifth Avenue Art Galleries, No. 366 Fifth-ave., by Robert Somerville, auctioneer for Ortgies & Co., managers. There was a large attendance, but competition was dull and prices generally exceedingly low. Mr. Somerville repeatedly said that the pictures were being sold at a serious loss and that he had never seen such an opportunity to secure bargains in oil-paintings. Several pictures were passed, no bids being made for them. Following were some of the principal sales: "Roses," by Jean Robie, $800; "In the Garden of the Convent," by Louis Emile Adan, $400; "Morning on the Holland Heath," by J. H. L. De Haas, $385; "The Rich Uncle," by Cesare Detti, $350; "In the Garden," by Leo Herrmann, $260; "Interior of the Port of Ostend," Paul Jean Clays, $315; "Venice," by Felix Ziem, $310; "The Hunter's Story," by David Col and E. R. Maes, $250; "Horses in the Meadow," by Jean Richard Gouble, $235; "Milking Time," by Julien Dupré, $225; "Off Sandy Hook," by Edward Moran, $210; "The Black and White," by Charles Bertrand D'Entraygues, $210. The sale will be continued this evening.

### MONSIGNOR O'REILLY SERIOUSLY ILL.

Monsignor James O'Reilly, who recently was appointed permanently at Mount St. Vincent Academy-on-the-Hudson, near Yonkers, by reason of his advanced age, is seriously ill at Forest Castle, which is near the academy. He complained of illness on Saturday, and he took to his bed at once. Dr. Valentine Browne, of Yonkers, declared the illness to be a severe attack of the grip. On Monday it was feared that he could not live through the night. He rallied early yesterday morning, and last night he was greatly improved, although his recovery is by no means certain. Monsignor O'Reilly is eighty-two years old, and is considered one of the ablest men of the Roman Catholic Church. He was until recently a delegate of the Holy See at Rome.

### THE SWEEPING OUT OF THE YELLOWS.

Few of the respectable clubs in this city now permit "The World" or "The Journal" to be kept on file in their reading rooms. Last week the Board of Governors of the Union Club, which had excluded "The Journal" from the clubrooms previously, voted to exclude "The World" also. The Players' Club has decided to keep both papers out of its reading-rooms. Resolutions were passed at a meeting of the First District of the Young People's Society of Christian Endeavor on Monday evening, referring to "the dissemination of all that is base and impure in the life of the city" by certain newspapers, and declaring in part as follows:

Resolved, That we, Christian Endeavorers of the First District of the New-York Local Union, heartily concur in the action of said persons and institutions in behalf of purity in journalism; and,

Resolved, That we withdraw both moral and practical support from the offending papers.


**O'Neill's**

A MOST EXTENSIVE VARIETY OF

**Trimmed Bonnets and Hats**

for Spring and Summer Wear at

**MODERATE PRICES.**



**O'Neill's**

**Untrimmed Hat Dep't.**
Main Floor.

An immense stock of the newest and best shapes

**Toques, Fancy Sailors, Round Hats and English Walking Hats.**

An elegant variety of Fine Flowers, Feathers, Aigrettes, Jet Ornaments, Etc.

A SPECIAL ASSORTMENT OF

**Imported Montures, 25c. each.**

**6th Ave., 20th to 21st St.**


### THE OAKES SAILORS BETTER.

#### FURTHER CRITICISM OF CAPTAIN REED.

The condition of the twelve scurvy-stricken sailors of the belated ship T. F. Oakes who are at present confined in the Marine Hospital on Staten Island is rapidly improving, and before the end of the week the greater number of them will probably be discharged. The men were visited by many people yesterday afternoon, and replying to inquiries as to the treatment they received on board the Oakes, they unite in saying that they were ill-fed, and that Captain Reed neglected to provide them with fresh meat, vegetables and lime juice in sufficient quantities to keep away the scurvy. The physicians at the Marine Hospital do not hesitate to say that with the present cheapness of good canned meats and vegetables there can be no excuse for an outbreak of scurvy unless there is criminal negligence either on the part of the captain or owners of a ship.

The daily rations to be served to sailors on deep-sea vessels are fixed by an act of Congress, and the quantity and nature of the food thus provided for suffices to maintain the health and strength of the crew. Another statute enacts that lime juice or other anti-scorbutics must be served to every seaman at stated intervals. Both these laws were broken by Captain Reed apparently, and from the fact that scurvy broke out among the men before the voyage was a hundred days old it is clear that the ship was not sufficiently provisioned for even an average voyage. Knowing this and with his men dying off one after another, the refusal of Captain Reed to put into some of the Southern ports to restock the ship's larder aught certainly to be made the subject of investigation.

On two occasions at least Captain Reed has been on trial for brutality—the first time was in May, 1893, in San Francisco, and again in the same city two years later he was charged with so cruelly ill-treating a seaman as to cause his death. Both cases were, however, dismissed. It is significant also that the crew that shipped on the Oakes at New-York deserted her on arriving at Shanghai.

Moreover, interviews with the men now in the hospital go to show that Mrs. Reed was not the heroine and considerate woman to the crew her own accounts made out. Unless the sailors individually bring action against the captain it is probable that no legal steps will be taken against him. The United States District-Attorney will not act without further evidence, the owners of the Oakes are perfectly satisfied with the skipper's conduct, and the Seamen's Union, through its agent, James H. Williams, says that cases of cruelty on American ships are too common to allow of legal proceedings being taken upon the various cases of inhumane treatment that are constantly brought to the attention of the officers of the union. The organization considers that it will best serve the interests of the sailors by devoting its energies to securing the passage of the bill now before Congress for the amelioration of the state of things under which seamen are now forced to live. D. B. Dearborn, the Oakes's agent, refused yesterday to discuss the complaints of the sailors other than to say that Captain and Mrs. Reed had done all in their power for the men and that most of the reports which had been published were inspired by the Seamen's Union.

### FAINTED AT SIGHT OF BLOOD.

**C. L. Jorgenson**, of Copenhagen, Denmark, who is making a tour of this country and has been staying at the Hotel Pomeroy, was arraigned before Magistrate Duel, in Yorkville Court, yesterday morning, on a charge of carrying a concealed weapon. Jorgenson, who is a refined-looking man, was discharged by the Magistrate after he heard his story. On Monday night Jorgenson went to the New Arena Athletic Club, at Seventh-ave. and Forty-second-st., to see a prizefight. At the sight of first blood drawn Jorgenson fainted. Detective Nugent, of the Central Office, who was detailed at the fight, helped to carry Jorgenson to the lobby, and while doing so noticed that a long dirk-knife fell from one of his pockets. Jorgenson recovered consciousness, and was then arrested by the detective for carrying a concealed weapon.

Jorgenson told Magistrate Deuel that he did not know that it was against the law to carry weapons, and said that he understood men generally went armed in this country. Upon promising to cease carrying dirks while in this city he was allowed to go.

### BURT GOING TO A FIRE.

A gas explosion occurred about 7 o'clock yesterday morning in the apartments of George W. Wickersham, a lawyer, living on the second floor of No. 42 West Forty-seventh-st., and caused a fire which did slight damage. While answering the alarm the hose carriage of Engine No. 54 struck an elevated railroad post at Sixth-ave. and Forty-seventh-st., and Ernest Plate, the driver, was thrown from his seat and severely injured. Fireman Plate had his injuries attended to at the East Fifty-first-st. police station.

### GASLIGHT ON THE ELEVATED.

The preparations for gaslight in the cars of the elevated railroad in Sixth-ave. have gone so far that there has been some expectation of trying the light some night this week. Nearly all the 300 cars of the line have been fitted with gas tanks and lamps, and the works at the Harlem River and Eighth-ave. have been completed.


Announcements.

E. & W. E. & W. E. & W.
The new collar. "MENLO."

Henry A. Daniels, M. D.,
90 West 59th St.
Impairments of the Nervous System, Impotence, Sterility, and like ailments. Hours 8 to 1, 5 to 8.


## MARINE INTELLIGENCE.

MINIATURE ALMANAC.

Sunrise 5:56 | Sunset 6:16 | Moon rises am 0:41 | Moon's age 23

HIGH WATER TO-DAY.

A.M—Sandy Hook —— | Gov. Island —— | Hell Gate 1:53
P.M—Sandy Hook 0:18 | Gov. Island 0:36 | Hell Gate 2:19


**O'Neill's**

OFFER IN THEIR

**Dress Goods Dep't.**
Main Floor.

A very attractive collection of Grenadines, Etamines, Poplins, Drap d'Etes, Epinglines, Mohairs, Whip Cords, Henriettas and Broadcloths at Moderate Prices.

SPECIAL

All wool French Poplins, all leading shades,

**69c.** Worth 90c.

**6th Ave., 20th to 21st St.**



**No Map was Ever Made.....**

which gave to a stranger, or indeed to a resident, a better idea of the geography of New York city, its rivers, harbor and surroundings, than the great

**Bird's-Eye View, in Colors,**

PAINTED EXPRESSLY FOR THE TRIBUNE

by Graham, the artist who designed the well-known picture of the White City at the time of the World's Fair. Framed, it will

**ADORN ANY OFFICE.**

It will be mailed in a roll, postage paid, to any address in the city or out of it, for 25 cents a copy, with a Key indicating principal points in the city and suburbs.

THE TRIBUNE.


### INCOMING STEAMERS.

TO-DAY.

| Vessel. | From. | Line. |
|---|---|---|
| Schiedam | Amsterdam, March 3 | Holl-Amer |
| St Enoch | Rotterdam, March 4 | No Amer-Trans |
| Ohio | Hull, March 6 | Wilson |
| Olympia | Gibraltar, March 5 | Anchor |
| Niagara | Nassau, March 16 | N Y & Cuba |
| Featabelle | St Kitts, March 13 | Quebec |
| Cuba | Liverpool, March 12 | White Star |
| Southwark | Antwerp, March 13 | Red Star |
| Palatia | Hamburg, March 11 | Hamb-Amer |
| Jersey City | Swansea, March 8 | Bristol |
| Taormina | Havre, March 8 | Union |
| Olbers | St Lucia, March 17 | Lamport & Holt |
| Leona | Galveston, March 17 | Mallory |
| State of California | Glasgow, March 14 | Allan-State |
| Marsala | Hamburg, March 9 | Hamb-Amer |
| Vigilancia | Havana, March 20 | N Y & Cuba |

THURSDAY, MARCH 25.

| | | |
|---|---|---|
| Mississippi | London, March 11 | Atl-Trans |
| Stuttgart | Bremen, March 13 | N G Lloyd |
| El Mar | New-Orleans, March 20 | Morgan |

FRIDAY, MARCH 26.

| | | |
|---|---|---|
| Britannic | Liverpool, March 17 | White Star |
| Menemsha | Swansea, March 12 | Manhanset |
| Lessops | Havre, March 11 | Barber |
| Grangeuse | Para, March 14 | Red Cross |
| Prins Willem II | Port au Prince, March 20 | Dutch |
| Seminole | Jacksonville, March 23 | Clyde |

### OUTGOING STEAMERS.

TO-DAY.

| Vessel. | For. | Line. | Mails close. | Vessel sails. |
|---|---|---|---|---|
| St Paul | Southampton | American | 7:00 a m | 10:00 a m |
| Westernland | Antwerp | Red Star | 10:00 a m | 12:00 m |
| Teutonic | Liverpool | White Star | 9:00 a m | 12:00 m |
| Trinidad | Bermuda, Quebec | | 8:00 a m | 10:00 a m |
| Saratoga | Havana | N Y & Cuba | 1:00 p m | 3:00 p m |
| Philadelphia | La Guayra, Rio D | | 11:00 a m | 1:00 p m |
| Antilla | Nassau, Bahamas | | 1:00 p m | 3:00 p m |
| Comanche | Charleston, Clyde | | — | 3:00 p m |
| El Sol | New-Orleans | Morgan | — | 3:00 p m |

THURSDAY, MARCH 25.

| | | | | |
|---|---|---|---|---|
| Columbia | Hamburg | Hamb-Amer | 4:00 a m | 7:00 a m |
| Schiedam | Amsterdam | Holl-Amer | 8:00 a m | 10:00 a m |
| Asti | Pernambuco | Brazilian | 11:00 a m | 1:00 p m |
| Orinoco | Bermuda, Quebec | | 1:00 p m | 3:00 p m |
| Niagara | Nassau, N Y & Cuba | | 1:00 p m | 3:00 p m |
| Horatio | Para, Booth | | 1:00 p m | 3:00 p m |
| Kansas City | Savannah, Savannah | | — | 3:00 p m |

FRIDAY, MARCH 26.

| | | | | |
|---|---|---|---|---|
| Colorado | Brunswick, Mallory | | — | 3:00 p m |
| Altai | Jamaica, Atlas | | 10:00 a m | 12:00 m |

### SHI