WHY RAILROADS COMBINE.

WITNESS SAYS THAT REGULATING LAWS HAVE DRIVEN THEM TO IT.

Thomas L. Greene, vice-president of the Audit Company, was the first witness yesterday before the Sub-Committee on Transportation of the Industrial Commission. Charles J. Harris presided in the absence of Chairman Phillips.

Mr. Greene said he had been connected with railroads for twelve years, and had been a representative of anthracite interests. He said the hard coal regions, comprising only four hundred square miles, were naturally a monopoly. He said the railroads did not work for the public good, but rather for their own interests, and in a scramble for tonnage a railroad powerful enough to do so would invade a region already provided with railroads. He gave the New-Jersey Central and Lehigh Valley roads, running parallel for one hundred miles, as an example, while many parts, he said, were poorly provided with railroad communications.

Mr. Greene said that with proper organization and economy of management hard coal ought to sell for $1 a ton less than now. Government or State ownership of railroads was the "only radical remedy." He said that the State of Pennsylvania ought at least to compel the roads to ship coal by the shortest and quickest route, even if it meant to give some of the business to rival roads.

Mr. Greene said he believed in the principle of arbitration. But it would be a mistake, he added, to have everything ruled by trades unions "as in England, where, as a result, improvement in labor saving machinery has been almost stopped."

In answer to the question what law in his opinion should be enacted to protect stockholders, the witness gave the following answer: "There is a great deal more protection in the conservatism of Wall Street than in any safeguards that could be enacted into law. You could not to-day find a banking house in Wall Street that would float an uncertain security."

"We have pending in the financial world the formation of the so-called Steel Trust," said Mr. Conger. "In your opinion should that be a subject for public inquiry?"

"I think publicity in this case would not hurt. The central facts, at least, ought to be investigated."

Thomas F. Woodlock, railroad editor of "The Wall Street Journal," was the first witness in the afternoon. The witness said it was clear that the railroads were preparing to purchase all the independent interests so as to command practically all the anthracite coal and thus regulate the price as well as control the tonnage. He estimated the amount now owned by the railroads as about 72.5 per cent of the total output. The Pennsylvania Coal Company had received when it sold out to the Erie Railroad between $28,000,000 and $29,000,000. Part of this had gone as commission to J. P. Morgan & Co., who arranged the deal. "It was the highest price ever paid for coal lands," said the witness. He declared that both the Erie and the Reading were overcapitalized. He understood that J. Pierpont Morgan was interested in the Lehigh Valley, the Reading and the Erie.

"Do you think the Federal Government could regulate the financial operations of a railroad so as to protect the purchaser or stockholder from overcapitalization?" the witness was asked.

"No," he replied. "I believe it would be impracticable and would lead to endless blackmail and trouble. The Government might as well try to stop gambling on Wall Street. The purchaser of stock always believes he is the one who is going to make the money out of the transaction. It is the spirit of speculation. If he loses it is his own lookout."

"What, in your opinion, has been the potent influence that has brought about these combinations among the railroads?" asked Mr. Kennedy.

"Well," replied the witness, "it goes back to the Interstate Commerce Commission. The railroads saw every pin being knocked from under them. Their one protection, the pooling of their interests, was taken from them by the decision of the Supreme Court in the trans-Missouri case and the combination of interests was the only way out of their difficulties. The late C. P. Huntington is credited with being the inventor or originator of the combination idea, I believe.

"I can understand how this community of interests among the roads can, in theory, be a bad thing, but in practice I should say that, unless there were stability of rates, economy of management and efficiency of service, the roads themselves would be the sufferers."

"What have you to say regarding the Government ownership of railroads?"

"It is not good for the railroads and not good for the people. The Government might as well go into 'Federal Steel' or run a newspaper or anything else."

He was asked what he thought about the great steel trust just formed.

"I think the organization of that trust is simply the result of the carefully laid plans of Carnegie to make somebody buy him out." He said he thought Carnegie had come to that determination at the time of the trouble with Frick a few months ago, and had been shrewd enough to catch the top of the market in disposing of his steel holdings.

At 5 o'clock the committee adjourned until this morning. Up to the time of adjournment no message had been received from J. Pierpont Morgan, who has promised to appear before the committee, and who was to let it know by Wednesday afternoon, according to one of the Commissioners, when he would be present. Ex-President McLeod of the Reading Railroad is to testify this morning.

CHANGES IN OLD DOMINION LINE.

RAILROAD OFFICIALS IN DIRECTORATE—RUMORS O FTRAFFIC ARRANGEMENT.

A dispatch from Richmond, Va., says that John S. Skelton Williams, president of the Seaboard Air Line; Samuel Spencer, president of the Southern Railway, and F. J. Kimball, chairman of the Board of Directors of the Norfolk and Western, have been elected directors of the Old Dominion Steamship Company. The dispatch says further that the election of these men indicates that the steamship company and the railroads which they represent will act in harmony in all traffic arrangements, and that their election is connected with the joint arrangement which the railroad companies recently made with the Richmond, Fredericksburg and Potomac.

William L. Guillaudeu, president of the Old Dominion Steamship Company, when asked last night about the information contained in this dispatch, said:

The election of Mr. Williams and the others does not indicate anything new in our situation beyond a change of personnel. Mr. Williams takes the place of R. C. Hoffman, and Mr. Spencer comes into the Board of Directors to represent the shares held by the late Collis P. Huntington, which Mr. Huntington sold about a year ago. The Seaboard Air Line and the Norfolk and Western have been represented in our Board for about twenty years. We have always acted in harmony in our traffic arrangements, so that the election of the men named in the dispatch will not result in a new state of affairs. As for their election being connected with the joint arrangement of the railroad companies, I wish to say that it is not true. Their election has nothing to do with that great unification of interests.

TWOMBLY IN LEHIGH VALLEY BOARD.

SUCCEEDS W. S. BISSELL AS DIRECTOR, AND IS ELECTED TO EXECUTIVE COMMITTEE.

Philadelphia, Feb. 20.—At the monthly meeting of the Board of Directors of the Lehigh Valley Railroad Company to-day W. S. Bissell, of Buffalo, tendered his resignation, and H. McK. Twombly, of New-York, was elected a director in his place. Mr. Twombly was also made a member of the Executive Committee. The question of vice-president was not discussed.

Mr. Twombly is a director of many roads with Vanderbilt affiliations, among them the New-York Central, Big Four, Nickel Plate, Chesapeake and Ohio, Lackawanna and Chicago and Northwestern. At the annual meeting of the Lehigh Valley Company last month, it may be remembered, several changes were made in the Board, the new directors elected including George F. Baker, representing the Delaware, Lackawanna and Western Railroad Company and the Central Railroad of New-Jersey; J. Rogers Maxwell, president of the latter company; E. B. Thomas, president of the Erie; George F. Baer, who is a director of the Reading, and Charles Stoele, of the banking house of J. P. Morgan & Co.

NO MEETING OF SEABOARD DIRECTORS.

The meeting of the Seaboard Air Line Railway directors scheduled for yesterday afternoon in this city did not take place, it was said because a quorum could not be obtained. No date has been set for the meeting, at which the directors are expected to ratify the action of President Williams, who has just bought the holdings of Thomas F. Ryan in the Seaboard and Roanoke and Raleigh and Gaston roads. President Williams went South on Tuesday night.

CONTROL OF THE ROADS AGAIN REPORTED.

The report was again current yesterday that the New-York Central had acquired control of the New-York, Ontario and Western as well as of the Delaware and Hudson, and would lease before long both roads. President Fowler of the Ontario and Western is quoted as saying in answer to a question about the Central having secured control of his road: "I know whereof I speak when I say the story is untrue."

Senator Chauncey M. Depew, chairman of the Board of the New-York Central, is a director of both the Ontario and Western and the Delaware and Hudson.

REPORTS ABOUT NEW-HAVEN REVIVED.

Dispatches from New-Haven report a revival there of the rumor that either the New-York Central or the Pennsylvania will before long take over the New-York, New-Haven and Hartford Railroad Company. The New-York Central, it is pointed out, is entering into active competition with the New-Haven road through its Boston and Albany line, and the "long haul" competition of the Boston and Maine road is also making itself felt.

Liberally reduced prices
on Suits and Overcoats
in our Men's and Boys' Departments.
In fact, tempting offers prevail in all departments.
Advanced styles are shown in Hats.
Hackett, Carhart & Co.
3 BROADWAY STORES: Cor. 13th St. Cor. Canal St. Near Chambers St.

FIANCE TO SUPPLY SKIN FOR GRAFTING.

YOUNG WOMAN WHO WAS BURNED BY EXPLOSION IS RECOVERING.

Miss Bessie Fisher, the daughter of George M. Fisher, of No. 57 Halsey-st., Brooklyn, was badly burned on February 1 by the explosion of a lamp while visiting her sister, in West Thirty-second-st., Manhattan. It was said yesterday by Dr. Frederick H. Wiggin, of No. 55 West Thirty-sixth-st., Manhattan, that as soon as her condition would permit, she would be grafted with skin supplied by her fiancé, Z. D. Berry, of No. 538 Greene-ave., Brooklyn.

Dr. Wiggin has adopted a new process of healing burns by the external application of oxygen, which tends to prevent septic conditions. The method of inhaling oxygen has failed to bring about the desired results in cases where more than one-third of the body was affected. Although the entire lower portion of Miss Fisher's body was badly burned Dr. Wiggin's treatment has been successful. For two weeks Miss Fisher has been sustained by morphine and other stimulants, and on Tuesday she was able to take solid nourishment for the first time since the accident.

THE SOUTHFIELD'S SHAFT BREAKS.

PASSENGERS TRANSFERRED FROM HELPLESS CRAFT TO SISTER FERRYBOAT.

The shaft in the paddle box on the port side of the ferryboat Southfield, of the Staten Island ferry service, broke yesterday on the 12:50 p. m. trip from St. George to the Battery, when the boat was off Governor's Island. The Southfield began to drift with the tide, and the one hundred or more passengers whom she carried were thrown into considerable excitement. After drifting for almost an hour the Northfield, of the same company, approached, and went to the Southfield's assistance. The ends of the boats were brought together, and the Southfield's passengers crossed to the Northfield on planks, and were then taken to their destination. The Southfield was towed back to St. George, where she will be repaired.

WEALTHY MAN HELD TO BE INCOMPETENT.

JURY DECIDES THAT A CORSET MANUFACTURER SHOULD HAVE A COMMITTEE.

John H. Judge and Dr. Matthew Chalmers, commissioners appointed by the Supreme Court, with a Sheriff's jury, held an investigation in the County Courthouse last evening as to the sanity of August Fellheimer, a corset manufacturer of Wooster-st., whose estate is valued at $100,000. It was alleged by Mrs. Fellheimer that her husband had for some time been incompetent to manage his business affairs or to take care of himself, on account of insanity produced by alcoholism. She asked to have a committee appointed. Mrs. Fellheimer testified that her husband was afflicted with loss of memory caused by an excessive use of stimulants and that he was unable to look after his business. He had been since October a patient in Dr. Carpenter's sanatorium at Mamaroneck.

Drs. Allan McLane Hamilton, Carlos F. MacDonald, Austin Flint and George W. Jacob were examined as to Mr. Fellheimer's mental condition, and expressed the opinion that he was at present mentally unsound, but that his disease might be cured in time with proper treatment. The jury's verdict was to the effect that Fellheimer was incompetent, owing to alcoholism, to manage his affairs. It recommended that he be not placed in a lunatic asylum. The commissioners concurred in the verdict.

BARELY WEATHERED THE STORM.

BRITISH STEAMER WESTBURN HAS TEMPESTUOUS VOYAGE FROM CALCUTTA.

The British steamer Westburn made her way into port yesterday, after a long and tempestuous voyage from Calcutta by way of St. Michael's and Bermuda. Captain Bell said that in all the thirty odd years of his life on the sea he had never made so rough a trip.

On the morning of February 1 a storm arose, which the Westburn barely weathered. The waves swept over the vessel and pounded her sides with furious force. Not a man on board expected to see land again. The Westburn was stanch, however, and beyond the loss of a few deck rails she came out of the storm uninjured. She ran out of coal soon after the storm, and was compelled to put into Bermuda, where a new supply was taken on.

MASSILIA HAS A ROUGH EXPERIENCE.

The steamer Massilia, of the Fabre Line, from Marseilles for New-York, which put into the Bermudas several days ago for coal, arrived here safely yesterday. Captain Joubert said that the weather had been rough, and that all on board were well. The vessel passed Gibraltar on January 26. On February strong gales from the west-southwest were encountered, and the sea rose to such height that the steamer found some difficulty in proceeding, so that for five days the runs were less than one hundred knots each day.

POLICE ROUTE "BOERS" AND "ENGLISH."

For several weeks Avenue A between Sixtieth and Sixty-fourth sts. has been the scene of many pitched battles between two gangs of boys who called themselves "the Boers" and "the English." The former gang comes from Seventy-third-st. and the latter from Sixtieth-st. The weapons of warfare were stones, bricks and bottles. Complaints have been made to Captain Brown, of the East Sixty-seventh-st. station, by the residents of the neighborhood and by the officials of Flower Hospital, about the disturbances. Last evening ten patrolmen, with a patrol wagon, went to the scene and caught twenty-seven of the offenders.

ENTITLED TO $15,000 BACK PAY.

In the proceedings brought by Patrick McCanna, formerly chief engineer of the Board of Commissioners of Charities and Correction of Kings County, to compel his reinstatement in that position by a writ of mandamus, Charles E. Fiske, referee, reported yesterday to the Supreme Court, Brooklyn, that McCanna is entitled to reinstatement in that place. This decision entitles McCanna to back pay since October, 1895, at the rate of $2,500 per year, or about $15,000, with costs. The referee says the Commissioners of Charities and Correction at that time, Adolph Simis, jr., Charles J. Henry and John H. Burtis, were actuated by personal dislike in discharging McCanna. It was said at the office of the Corporation Counsel that the city would appeal the case.

CONDUCTOR'S WIDOW GETS $8,000 VERDICT.

Mary Radican obtained a verdict for $8,000 yesterday in the Supreme Court, Brooklyn, before Justice Mattice, in her suit against the Brooklyn Heights Railroad Company for the death of her husband, a conductor in the employ of the company, who was crushed between two cars on August 22, 1900, while changing the fender of his car, at Twentieth-st., near Ninth-ave.

POLLEY CASE AGAIN ADJOURNED.

Owing to the absence of the principals in the bankruptcy application of Grahams Polley, formerly treasurer of the Hoffman House Corporation, the adjourned hearing of which was set down for yesterday afternoon before Peter B. Olney, referee in bankruptcy, at No. 31 Nassau-st., an adjournment was taken until February 27. Neither Edward S. Stokes nor James D. Leary, witnesses in the case, was present. Polley remained in Raymond Street Jail.

WESTCHESTER COUNTY.

PORT CHESTER.

Some of the residents of Port Chester are wrought up over the fact that of the 186 prisoners now in the Westchester County Jail, in White Plains, 92 come from their town. They think that it is a bad showing when Port Chester, with a population of less than 10,000, supplies almost as many inmates for the jail as do all the other cities and towns in the county, with a population of more than 175,000. Not one of the prisoners, however, is a resident of Port Chester. They are all tramps, who have been committed by the local justices of the peace. Last year 3,400 tramps were arraigned before these justices, and the cost of taking them into custody and maintaining them was something like $10,000. The good treatment received by the tramps from the village constables, who profit from the fees arising from arrests, is believed to be responsible for the vagrants flocking to Port Chester in preference to other places.

NEW-ROCHELLE.

At the meeting of the Common Council on Tuesday night Mayor Dillon announced his veto of the resolution recently adopted designating "The New-Rochelle Pioneer" and "The New Era" as the official city newspapers. The veto was sustained by the Aldermen, and a new resolution was passed designating "The New-Rochelle Paragraph" and "The New-Rochelle Press." The Aldermen voted to begin work at once on the North-st. boulevard, which means that the Paine Monument, which has been standing since 1821, will have to be moved. The boulevard, it is generally believed, will cost about $100,000. The city has $62,000 on hand with which to begin the work. Another resolution was adopted authorizing the issue of $38,000 in bonds to extend the block asphalt paving in Huguenot-st. and Pelham Road.

HOME NEWS.

PROMINENT ARRIVALS AT THE HOTELS.

BUCKINGHAM—P. H. Gonzales, of Jerez, Spain. EMPIRE—Professor George D. Herron, of Chicago. FIFTH AVENUE—Lieutenant W. De Bodisio, of the Russian Navy, and Senator George F. Hoar, of Massachusetts. GRAND—Colonel John W. French, U. S. A. HOFFMAN—Frank Campbell, of Bath, and Dr. J. M. Heller, U. S. A. HOLLAND—M. Oshima, of Tokio, Japan. IMPERIAL—Colonel C. E. Wood, of Washington. NAVARRE—Captain E. W. Hubbard, United States Artillery Corps. NETHERLAND—Don Ay. F. de Corti, of Buenos Ayres.

WHAT IS GOING ON TO-DAY.

Dog Show, Madison Square Garden.
Park Board, 11 a. m.
New East River Bridge Commission, 2 p. m.
Rapid Transit Commission, afternoon.
Annual dinner of the Harvard Club, Waldorf-Astoria, evening.
Dinner of the Republican Club of the IIId Assembly District, Broadway Central Hotel, evening.
Republican County Committee, regular meeting, evening.
Academy of Medicine meeting, No. 17 West Forty-third-st., evening.
Addresses on "Cuba's Reconstruction, 1898-1901, as Seen from Land and Sea," by Admiral Higginson and Mrs. Mary Hatch Willard, East Side House Settlement, 8:15 p. m.
Mount Morris Republican Club, housewarming, No. 25 East One-hundred-and-fifteenth-st., 8:30 p. m.
Entertainment and installation, Farragut Post, G. A. R., Colonial Hall, One-hundred-and-first-st. and Columbus-ave., evening.
Austrian Peasant Ball, Grand Central Palace, evening.
The Linnaean Society lecture on "The Sea Gardens of Bermuda" by C. L. Bristol, Museum of Natural History, evening.
Board of Education free lectures, 8 p. m.: Public School No. 3, Grove and Hudson sts., "Early Maritime Life of New-England," I. T. Smith; Public School No. 46, One-hundred-and-fifty-sixth-st. and St. Nicholas-ave., "Twelfth Night," William H. Fleming; Columbus Hall, Sixtieth-st., between Ninth and Tenth aves., "The Treatment of Unconsciousness, Such as Apoplexy, Fainting, Sunstroke, Convulsions in Children, Hysterical Attacks and Poisons," Dr. G. A. Lawrence.

NEW-YORK CITY.

The Get Together Club will have a meeting and dinner at the Hotel St. George, Brooklyn, on Monday evening. Robert C. Ogden will preside, and the subject "New-York's Civic Assets—and Liabilities" will be discussed.

The Life Underwriters' Association of New-York will hold its fourteenth anniversary dinner at the Hotel Savoy next Tuesday evening at 6:30 o'clock.

In yesterday's Tribune the statement was made in speaking of the Methodist Book Concern that the profits of the Concern were used for the support of widows and orphans. This was a mistake. The profits are used for the support of aged ministers of the Methodist Episcopal Church and their widows and orphans.

The City History Club will give its annual entertainment at the Normal College, Park-ave. and Sixty-ninth-st., to-morrow afternoon at 2:30 o'clock. A brief address will be delivered by Mrs. Robert Abbe, president of the club, and Frank M. Chapman, associate curator of birds and mammals in the American Museum of Natural History, will deliver a lecture on bird life.

An interesting programme has been arranged by the children of the classes in English for immigrants (Baron de Hirsch) at the Educational Alliance, for Washington's Birthday, at 10:45 a. m. Addresses will be made by Jacob Fineberg, Isaac Ehrman, Ralph Davis and Lena Fried.

OLD LENOX MANSION SOLD.

VALUABLE FIFTH-AVE. ESTATE DISPOSED OF BY PRESBYTERIAN MISSION BOARDS.

Thomas F. Ryan, president of the Morton Trust Company, has purchased through John N. Golding from the boards of Home and Foreign Missions of the Presbyterian Church the property on the northeast corner of Fifth-ave. and Twelfth-st. The plot has a frontage of 131 feet in Fifth-ave. and a depth of 150 feet in Twelfth-st. The price paid was about $400,000. The property had been in the market for several years. Repeated offers had of late been made for it, but because they were never higher than $350,000 the boards refused to sell.

The premises belonged for many years to the Lenox family. In 1887 or 1888 Miss Rachel Kennedy, a member of the family, sold it to the Home and Foreign Mission Boards for $250,000, each branch of the mission taking a half interest. The boards in 1890 moved from their offices, then at No. 23 Centre-st., to the building which has just been sold. In 1895 the boards abandoned these quarters for their present office building, at Fifth-ave. and Twentieth-st.

Charles W. Hand, treasurer of the Board of Foreign Missions, said last night that he could not for a day or two announce the sum received for the property. The Rev. Dr. A. Woodruff Halsey, corresponding secretary of the Board, said last night at his office, at No. 156 Fifth-ave., that he did not know the exact purchase price, but said it was considerably more than the last offer of $350,000 that was made last year. Mr. Golding said that he had also sold to Mr. Ryan the old Minturn house, on the northwest corner of Twelfth-st. and Fifth-ave., opposite the property already described. He said that Mr. Ryan was undecided as yet whether to make his home in the Minturn or Lenox mansion. The one which he does not occupy will be torn down.

POLICE CHANGES IN BROOKLYN.

Captain James G. Reynolds, who formerly was in charge of the Detective Bureau of Brooklyn, and who was transferred because, as was said at the time, he had not handled properly the Franklin Syndicate case, was yesterday transferred from the Forty-fourth Precinct to his old post, in charge of the Brooklyn Detective Bureau. Captain Michael Devanney, made a captain on Tuesday, was yesterday appointed to the Fifth-ave. station, in place of Captain Reynolds. From the Detective Bureau Sergeant Thomas Humphreys was sent to his former place at the head of the License Squad, and Sergeant Pinkerton was transferred from there to the Lee-ave. station.

EXTRA QUALITY DUNLAP & Co. COPYRIGHTED
Spring Styles
will be introduced on
Saturday, February 23rd.
New York, Chicago, Philadelphia.
And Accredited Agencies in all principal cities of the World.

ARRESTED AND PAROLED.

PRESIDENT CHARGES DIRECTORS OF BUILDING AND LOAN ASSOCIATION WITH GRAND LARCENY.

Thomas F. Lewis, president of the Brooklyn City Building and Loan Association, who was ousted last week from the offices of the association, No. 91 Court-st., Brooklyn, yesterday caused the arrest of seven of the directors on a charge of grand larceny. They are Joseph V. Sculley, Deputy City Clerk; Joseph Delaney, counsel for the association; Theodore Sweeney, George W. Dimmick, Joseph Moore, Hugh J. Hoehn and Joseph Cox. In the Adams-st. court they pleaded not guilty, and were paroled for examination by Magistrate Brenner.

Mr. Lewis declared in his complaint that the defendant directors on February 13 appeared in the office, forcibly deprived him of $750 in cash, his desk, books, records and typewriter, and took possession. As the directors had learned that Lewis and Secretary Kampf had allowed payment on a mortgage to be deferred six months, a violation of the association rules, they deposed Lewis and Kampf. Mr. Sculley then became acting president, and John J. Dannaher acting secretary.

Announcements.

Prince Albert No. 2.
E. & W. Full Dress Shirts. E. & W.

MARINE INTELLIGENCE.

MINIATURE ALMANAC.

Sunrise 6:45 | Sunset 5:43 | Moon sets p m 9:10 | Moon's age 1

HIGH WATER.

A M.—Sandy Hook 9:02	Gov. Island 9:34	Hell Gate 11:23	
P M.—Sandy Hook 9:32	Gov. Island 10:04	Hell Gate 11:53	

INCOMING STEAMERS.

TO-DAY.

Vessel.	From.	Line.
Lochwood	Bermuda, February 4	
Dona Amelia	Lisbon, January 25	Portuguese
Sahara	Gibraltar, January 28	
Archimede	Gibraltar, January 30	Italian
Picqua	Gibraltar, February 2	Mediterranean
Fridtjof Nansen	Hamburg, February 1	
Georgic	Liverpool, February 8	White Star
Sangara	Hamburg, February 3	
Marquette	London, February 8	At Trans
Glenartney	Gibraltar, February 5	
Britannia	Naples, January 16	Fabre
Werra	Gibraltar, February 11	N G Lloyd
Leon XIII	Cadiz, January 30	Spanish
Lahn	Bremen, February 12	N G Lloyd
Rhein	Bremen, February 9	N G Lloyd
Manitou	London, February 9	At Trans
Jeanne Cassell	Bordeaux, February 7	
El Monte	New-Orleans, February 16	Morgan

FRIDAY, FEBRUARY 22.

Paraense	Para, February 10	Red Cross
Darlington	Shields, February 7	
Everingham	Shields, February 7	
Pecinic	Gibraltar, February 7	Mediterranean
Bolivia	Gibraltar, January 26	Anchor

SATURDAY, FEBRUARY 23.

New-York	Southampton, February 15	American
Etruria	Liverpool, February 15	Cunard
Caledonian	Liverpool, February 11	Leyland
Ohio	Hull, February 9	Wilson
Saratoga	Santiago, February 16	N Y & Cuba
Accomac	St Lucia, February 16	

OUTGOING STEAMERS.

TO-DAY.

Vessel.	For.	Line.	Mails close.	Vessel sails.
L'Aquitaine	Havre, French		7:00 a m	10:00 a m
Pretoria	Bermuda, Quebec		7:00 a m	9:00 a m
Rawlins	San Juan, U S Transport		10:00 a m	12:00 m
Clement	North Brazil, Booth		12:00 m	2:00 p m
Santiago de Cuba	Santiago, N Y & C		12:00 m	3:00 p m
El Mar	New-Orleans, Morgan		——	3:00 p m
Sabine	Galveston, Mallory		——	3:00 p m
Princess Anne	Norfolk, Old Dominion		——	3:00 p m

FRIDAY, FEBRUARY 22.

Ithaka	Tampico, N Y & Cuba		12:00 m	3:00 p m
Colorado	Brunswick, Mallory		——	3:00 p m

SATURDAY, FEBRUARY 23.

Servia	Liverpool, Cunard		5:30 a m	9:00 a m
Maasdam	Rotterdam, Hol-Am		7:30 a m	10:00 a m
Werra	Naples, N G Lloyd		9:00 a m	12:00 m
Furnessia	Glasgow, Anchor		10:00 a m	12:00 m
Marquette	London, At Trans		——	8:30 a m
Pretoria	Hamburg, Hamb-Am		——	8:30 a m
Canadian	Liverpool, Leyland		——	
Buffalo	Hull, Wilson		——	
British Queen	Antwerp, Phoenix		——	
Mexico	Havana, N Y & Cuba		10:00 a m	1:00 p m
Caracas	Porto Rico, Red D		9:00 a m	12:00 m
Bellenden	Argentina, Lamp & Holt		6:30 a m	9:00 a m
Alfat	Jamaica, Atlas		10:00 a m	12:00 m
Alps	Hayti, Atlas		10:00 a m	12:00 m
Prima	Progreso, N Y & Cuba		10:00 a m	1:00 p m
Olinda	Matanzas, Munson		12:30 p m	3:00 p m
Comanche	Charleston, Clyde		——	3:00 p m
Comus	New-Orleans, Cromwell		——	3:00 p m
Seminole	Charleston, Clyde		——	3:00 p m
Nueces	Galveston, Mallory		——	3:00 p m
El Paso	New-Orleans, Morgan		——	3:00 p m

SHIPPING NEWS.

PORT OF NEW-YORK—WEDNESDAY, FEB. 20, 1901.

ARRIVED.

Steamer Vaderland (Br), Albrecht, Southampton and Cherbourg February 11, with mdse, 147 cabin and 150 steerage passengers to the International Navigation Co. Arrived at the Bar at 1:07 p m.

Steamer Delaware (Br), Davies, Liverpool February 7. Off Fire Island at 4:40 p m.

Steamer Georgic (Br), Thompson, Liverpool February 8, with mdse to the White Star Line. Off Fire Island at 4:05 p m.

Steamer Oceanic (Br), Cameron, Liverpool February 13 and Queenstown 14, with mdse, 372 cabin and 315 steerage passengers to the White Star Line. Arrived at the Bar at 9:09 a m.

Steamer Ariadne (Br), Nicholas, Rotterdam February 1, Shields 5, in ballast to the Columbia Oil Co. Arrived at the Bar at 6:30 p m.

Steamer Massilia (Fr), Joubert, Marseilles January 18, Naples 22 and Bermuda February 16, with mdse and 312 steerage passengers to J W Elwell & Co. Arrived at the Bar at midnight.

Steamer Westburn (Br), Bell, Calcutta December 6, Colombo 21, Cochin 24, Alleppo 27, Port Said January 12, Algiers 19, St. Michael's 27 and Bermuda February 24, with mdse to Norton & Son. Arrived at the Bar at 5 a m.

Steamer Ithaka (Ger), Rorden, Campeche February 6, Vera Cruz 11, with mdse and one cabin passenger to James E Ward & Co. Arrived at the Bar at 6 p m.

Steamer Therese (Nor), Havnaess, Guanaco February 9, with asphaltum to the New-York and Bermudez Company. Arrived at the Barf at 11 p m, 19th.

Steamer Nueces, Risk, Galveston February 13 and Key West 16, with mdse and passengers to C H Mallory & Co.

Steamer Alamo, Hix, Galveston February 14, with mdse and passengers to C H Mallory & Co.

Steamer Bluefields, Curry, Baltimore, with mdse to H C Foster.

Steamer Princess Anne, Davis, Newport News and Norfolk, with mdse and passengers to Old Dominion Ss Co.

Steamer Gulf Stream, Swain, Philadelphia, with mdse to Wm P Clyde & Co.

Steamer Sabine, Staples, Boston to C H Mallory & Co.

Sandy Hook, N. J., Feb. 20, 9:30 p. m.—Wind west-northwest; fresh breeze; cloudy.

SAILED.

Steamers Sardinian (Br), Glasgow; Trier (Ger), Bremen; St Louis, Southampton; Styria (Aust), Tampa, etc; Olbers (Belg), Manchester; Majestic (Br), Liverpool; Noordland (Belg), Antwerp; Saginaw, Providence; Mantlea (Br), Baltimore; Jamestown, Norfolk and Newport News; Snowflake (Br), London; Belvernon (Nor), Port-au-Prince, etc; Guyandotte, Newport News and Richmond; Coleridge (Br), Pernambuco, etc; Yucatan, Havana, etc.

United States transport Rawlins, Porto Rico.

THE MOVEMENTS OF STEAMSHIPS.

FOREIGN PORTS.

Lizard, Feb 20—Passed, steamers Westerland (Belg), Ehoff, New-York for Antewrp; Statendam (Dutch), Van der Zee, New-York for Rotterdam.

Southampton, Feb. 20, 12:30 p m—Sailed, steamer Kaiser Wilhelm der Grosse (Ger), Engelbart (from Bremen), New-York via Cherbourg.

Queenstown, Feb 20—Arrived, steamer Marengo (Br), Bingham, New-York for Newcastle (for coal, etc).

Manchester, Feb 19—Arrived, steamers Kentigern (Br), Valentine, New-York; Mozart (Br), Ellis, New-York.

Swansea, Feb 19—Sailed, steamer Chicago City (Br), Hunter, New-York.

Tyne, Feb 19—Sailed, steamer Coulsdon (Br), for New-York.

London, Feb 20—Arrived, steamer Minneapolis (Br), Layland, New-York.

Liverpool, Feb 20—Sailed, steamer Cestrian (Br), Thomas, New-York.

Bremen, Feb 20—Arrived (previously), steamer Heltos (Ger), Jansen, New-York.

Copenhagen, Feb 20—Arrived, steamer Christine (Dan), Larsen, New-York.

Havre, Feb 20—Arrived, steamer Prins Willem III (Dutch), Van der Ent, New-York via West Indies for Amsterdam.

Rotterdam, Feb 20, 8 p m—Arrived, steamer Statendam (Dutch), Van der Zee, New-York for Rotterdam (and proceeded).

Cherbourg, Feb 20, 8 p m—Sailed, steamer Kaiser Wilhelm der Grosse (Ger), Englebart (from Bremen and Southampton), New-York.

Gibraltar, Feb 20—Passed, steamer Claverhill (Br), Scott, Mojl, etc, for New-York.

Newcastle, N S W, Feb 20—Arrived (previously), steamer George Pyman (Br), Woods, New-York via Adelaide

St Lucia, Feb 18—Sailed, steamer Dunmore (Br), Rennie (from Rio Janeiro, etc), New-York.

Pernambuco, Feb 20—Arrived, steamer Eastern Prince (Br), Jackman, New-York for Rio Janeiro, etc.

Montevideo, Feb 18—Passed, steamer Membland (Br), Bommer, Antofogasta for New-York.

Calbarien, Feb 16—Sailed, steamer King Frederick (Br), Baker, New-York.

Fayal, Feb 20—Arrived (previously), steamer Teresa (Aust), Breglich, New-York for Shanghai.

Jaraguin, Feb 15—Sailed, steamer Turquoise (Br), Thomas, New-York.

Port Antonio, Feb 17—Arrived, steamer Lauenburg, Sperling, Cape Haytien for New-York; 20th, sailed, steamer Mount Vernon (Nor), Falsen (from New-York), Haytian ports.

Bermuda, Feb 20—Arrived, steamer Citta di Messina (Ital), Messardo, Genoa, Naples and Palermo, for New-York, for coal.

Tuxpam, Feb 18—Arrived, steamer Vidar (Nor), Sorensen, Mexican ports for New-York.

Matanzas, Feb 17—Sailed, steamers King Bleddyn (Br), Liddle, New-York; 19th, Finnland (Ger), Bothe, New-York.

Nuevitas, Feb 17—Arrived, steamer Curityba, Richter, New-York.

SAN FRANCISCO STOCKS.

San Francisco, Feb. 20.—The official closing quotations for mining stocks to-day were as follows:

Alta	.02	Kentucky Con	.01
Alpha Con	.01	Lady Washington Con	.02
Andes	.06	Mexican	.23
Belcher	.16	Occidental Con	.06
Best & Belcher	.24	Ophir	.77
Bullion	.02	Overman	.14
Caledonia	.70	Potosi	.15
Challenge Con	.18	Savage	.14
Chollar	.08	Sag Belcher	.01
Confidence	.79	Sierra Nevada	.31
Con Cal & Va	1.65	Standard	4.20
Con Imperial	.01	Syndicate	.09
Crown Point	.13	St Louis	.05
Gould & Curry	.27	Union Con	.24
Hale & Norcross	.17	Utah Con	.07
Julia	.02	Yellow Jacket	.25
Justice	.03		

EAST BUFFALO LIVE STOCK MARKET.

East Buffalo, Feb. 20.—Receipts—Cattle, 98 cars; sheep and lambs, 25 cars; hogs, 10 cars. Shipments—Cattle, 94 cars; sheep and lambs, 15 cars; hogs, 6 cars. Cattle—The receipts were 32 loads. Butcher cattle weak. Calves light supply, moderate demand and lower. Choice to extra, $7 50@$7 75; good to choice, $7@$7 50. Sheep and lambs—Market opened with 27 loads on sale and a fairly active demand for choice lambs on the basis of $5 55, with a sale or so at $5 60; good to choice, $5 25@$5 50; common to fair, $4 25@$5; sheep, choice to extra, $4 50@$4 75; good to choice, $4 25@$4 50; the close on lambs was on an easier basis. Hogs—Supply light, 10 loads; market was 5@10c higher; heavy, $5 80; mixed, $5 60; Yorkers, $5 60; pigs, $5 45@$5 50; roughs, $4@$4 20; stags, $4@$4 15.

Amusements.

METROPOLITAN OPERA HOUSE.
GRAND OPERA SEASON 1900—1901.
Under the direction of Mr. Maurice Grau.
To-morrow Ev'g., at 8—TOSCA (in Italian). Miss Ternina; MM. Cremonini and Scotti. Conductor, Mr. Mancinelli.
Sat. Aft., Feb. 23, at 2—LOHENGRIN (in German). Mmes. Nordica and Olitzka; MM. Jean and Ed de Reszke, Muhlmann and Bertram. Conductor, Mr. Damrosch.
Sat. Ev'g, Feb. 23, at 8, at Popular Prices, LES HUGUENOTS (in French). Mmes. Lucienne Breval, Louise Homer and Suzanne Adams; MM. Saleza, Journet, Sizes and Plançon. Conductor, Mr. Flon.
Sun. Ev'g, Feb. 24, at 8:15—Grand Popular Concert. Soloists: Mmes. Melba and Louise Homer; MM. Campanari and Plançon. Conductor, Mr. Mancinelli.
Mon. Ev'g, Feb. 25, at 8:30—Der Ring des Nibelungen. DAS RHEINGOLD (in German). Mmes. Schumann-Heink, Fritzi Scheff, Olitzka and Susan Strong; MM. Van Dyck, Dippel, Bispham, Journet, Blass, Duf