WERE YOU EVER LOCKED UP?

PROBABLY NOT, SO HERE'S THE STORY OF A PRISONER'S EXPERIENCES.

All the Steps From the Station House to the Police Court, to the Grand Jury, and to the Final Trial—Some Peculiar Customs.

The experience of a prisoner from the time that he is "held to await the action of the Grand Jury" until such time as he comes to stand trial for the offence of which he is charged is not enlivening or enviable. Neither is it very well understood by the great public which has little to do with criminal cases, and desires, from every consideration of timidity, prudence, and security, to have still less. It is a fact that about all which the general public knows of a criminal law case is what it reads or hears of the result, but of the intermediate steps which lead to that result it knows little. When a person accused of a crime has been arrested it is the duty of the officer who has him in charge to arraign him before the nearest Police Magistrate, who confronts him with his accuser and apprises him of the charge against him. The law distinctly provides that where the prisoner claims to be innocent he is entitled, as a matter of right, to an examination before he can be held to await the action of the Grand Jury. But the majority of prisoners are unaware of this, and the majority of Judges either neglect to inform them of this provision, which is designed to shield the innocent, or do not think it worth while to tell them. It is only in cases where the accused has a lawyer to appear for him that the right to an examination is insisted upon, and the prisoner who waives it or who does without it makes much easier the prosecution of the case against him.

If, on the preliminary examination it does not appear clearly that the prisoner is not only not guilty of the offence charged, but also that he cannot be convicted on the evidence, the case is dismissed by the magistrate. If, however, there seems to be sufficient testimony to hold him, he is placed on bail according to the importance and degree of the offence charged. There are only two classes of cases wherein the accused has not the Constitutional right to be admitted to bail. The first of these is where the accusation is of murder, or of assault which may turn out to be murder when the injuries inflicted shall have run their course. In such a case the accused is "held without bail to await the result of the complainant's injuries." The other class of cases is where the prisoner admits the offence. He thereby forfeits his right to be admitted to bail. It is a custom among many Police Justices to hold prisoners without bail while detectives are looking up evidence against them. In such case the prisoner is said to be "remanded on suspicion." There is no legal authority for such action, and the Police Justice who thus holds a prisoner exceeds his duties and the prisoner's rights. But it is done very often. When the amount of bail has been fixed, the case so far as the Police Justice is concerned may be said to be ended, and if the prisoner does not secure a bondsman he is sent to the Tombs to await trial. Three times a week the "papers" are collected from the various Police Courts, and until they are received down town the Grand Jury takes no cognizance of the case. The ordinary scale upon which bail is fixed is as follows: For a serious felony, $2,000; for a felony less serious, but convicted for which would send the prisoner to Sing Sing, $1,000; for a serious misdemeanor, $500; for a misdemeanor not serious, $300; for an excise case or an ordinance case, $100. The Judge has the power to accept the prisoner's own word for his appearance. In such a case he is said to be "paroled."

As soon as the "papers" are received down town they are transmitted to the Grand Jury, whose province it is to examine into the case, and if need be to call for the prisoner and his witnesses. It is essential that the complainant should appear before the Grand Jury in any case wherein conviction will rest upon his testimony, and should he fail to appear, or should his story not commend itself to the credence of a majority of the Grand Jury—it needs sixteen out of twenty-four to indict—the indictment is found against the prisoner, but this fact does not of itself secure him his liberty or bar his subsequent indictment. Should, however, two successive Grand Juries both refuse to find a "true bill" against the prisoner, he is called into court, and there "discharged on his own recognizance," which amounts practically to the abandonment of the case.

The Grand Jury has every term (a term corresponding to a month) several hundred cases to investigate, and the established average is that but four out of five cases, or eighty per cent. of the whole number, they find indictments which are lengthy legal papers, replete with verbiage and signed by the foreman. There may be several "counts" in an indictment. These "counts" are the degrees of the crime whereof the indictment is framed. Thus they would indicate to the uninitiated that the accused had committed four or five different offences. The fact is that he can only be convicted of one, but what the degree of the offence may be remains with the jury to determine, and if, when the proof is all in and the District Attorney's case closed, the evidence thus given against the prisoner does not correspond clearly and literally to either of the "counts" of the indictment, then the prisoner is entitled to his discharge without the intervention of the jury.

When the Grand Jury has handed in its batch of indictments a day is set down by the District Attorney for the "pleading" of the prisoner. If he is in the Tombs, as he certainly must be unless he has given bail, he is called from his cell in the morning and handcuffed to another prisoner, rides down Centre street in the "Black Maria" to the brown-stone building on Chambers street. He and his companion and all the others in the van are marched out into the building and are taken up the iron staircase which has in its time felt footprints of all of New York's evil doers. Occasionally a prisoner is taken by the elevator, but that means of locomotion is not frequently used unless, indeed, the case is to come off in one of the "parts" of rooms of the Court of General Sessions, which, with the District Attorney's office, is also in this building. The foot of the stairs reached, the prisoners are all taken by a side entrance into a square room in the corner of the court, known technically as the "pen." It is separated from the rest of the court room, and on one side of it is a small iron grating which enables the keepers from the outside to keep watch over their charges. There are many sad things about the administration of criminal justice in a great city like New York—and no wise is impressive. But there is nothing more sad than the sounds which proceed from the "pen," and which have repeatedly to be quelled by the officer. Some are sobs and expressions of misery; the greater number are jokes and coarse laughter from prisoners who seem lost to all sense of shame and to all pity for the innocent victims of their crime.

The "pleading" is a necessary formality, and consists simply of inquiring of the prisoner whether he be guilty or innocent of the offence so laboriously and specifically charged in the indictment. He says "not guilty" he may be there and then sentenced, unless, as is usual, he volunteers to bring witnesses to his previous good character. A prisoner pleading guilty is, if it be his first conviction, usually let off with a comparatively small penalty. If he be an old offender, his plea usually secures him an abatement of one-third of the term which he would otherwise receive did he stand trial and the jury decide against him. Thus three years for larceny is a not infrequent sentence, but if the offender who pleads guilty gets usually only two years. The reason given by lawyers and Judges for this is rather quaint. They say that a plea of guilty "saves expense to the county," though the county should not begrudge such expense, one would think, where the liberty of one of its citizens was at stake. The real reason is that a guilty prisoner who stands trial usually adds the crime of perjury to his original offence, and is the means of causing others either to commit perjury or to engage in its subornation. Should, as is generally the case, the prisoner plead "not guilty," a day is set down for his trial. If no counsel answers for him, it is asked if he has a lawyer or expects to get one. If he replies, as some prisoners do, that he is too poor to secure the services of an advocate, it is the duty of the Judge to assign, from among the lawyers practising in the court, one to appear for him. This lawyer gets no pay for his efforts, either from the prisoner or from the city, but he is supposed to render the client the same measure of professional service as he would give to another client who paid him. It is a humane provision of the law of this State that prisoners who are without friends or means are, in an especial measure, within the protection of the Judge, and it is the duty of the Judge to see that the counsel assigned to the prisoner exerts himself fully.

When the day for the trial arrives, the prisoner is again brought from the Tombs to the "pen," and when his name is called, he is led out to take a seat at the lawyer's table, which is about twelve feet from where the Judge sits and to the left of the jury box. In every case of felony it is the constitutional right of the prisoner to be confronted with each witness, to hear every word of the testimony, to have through his counsel a voice in the selection of the jury, and to enjoy the right of calling witnesses in his favor, which service the State must pay for if he cannot. These are not the only rights he has, for the jury must be unanimous against him to secure his conviction, an acquittal is a bar to any subsequent prosecution, and if any doubt exists as to his guilt he is entitled to the benefit of it, and a verdict of "not guilty." About the only advantage he does not possess is that of having his lawyer talk last to the jury. That right belongs to the District Attorney. While a case is in progress the prisoner is not taken back to the Tombs, except at night time. If found "guilty" he is entitled to a delay of forty-eight hours before sentence can legally be passed upon him; if declared not guilty he is entitled to an immediate discharge, a customary incident of which is an order for the clothes which he brought to jail from his home or friends are in the custody of the Warden of the Tombs.

THE MEN OF ST. PETER'S DOME.

Living in Almost Another Sphere than Ours—The Great Work of Illumination.

Before the Papacy lost its temporal power in 1870 it was customary for the Pope to celebrate mass publicly at the main altar of St. Peter's at three religious festivals, viz., on Easter Sunday, the 29th of June feast of St. Peter and St. Paul, and Christmas. On these occasions the Pope had on his breast a golden ephod, like the one worn by the high priest of Israel. In the evening of the two days first named two great spectacles were always given, the illumination of the dome and cupola of St. Peter's, followed by a splendid and unique exhibition of fireworks in the Piazza del Popolo. The illumination was in two parts; first the silver one, so-called, produced by white paper lanterns, hung on the roofs of the two semicircular porticos of the Piazza San Pietro, and about the front of the Basilica, and next, at the stroke of 8, the hour for the Ave Maria, the golden one, in which the dome and cupola were brought out in brilliant outlines of light with almost the rapidity of lightning. The light was produced by iron shells, fitted with wicks and filled with tallow, some containing as much as fifteen pounds, others less, according to the situation and exposure to the wind. It was, indeed, a grand sight, once seen never to be forgotten. No one can tell when it will ever be seen again.

A very erroneous impression has prevailed among Americans, Catholics being as ready to believe and spread it as Protestants, that so great was the danger for the men employed about this illumination, they were all regularly prepared for death by the reception of the sacraments of confession and holy communion. That year after year the lives of a great number of men were deliberately and extraordinarily imperilled in order to get up a fine spectacle would hardly seem consistent with the well-known humane and benevolent character of the Papal government, and the writer took opportunity during a recent visit to Rome to inquire particularly into the facts of the case, feeling confident that they would be found to involve no censurable disregard of human life.

The men employed about the dome and roof of St. Peter's are called San Pietrini. They dwell upon the roof. Most of them were born there, as were generations of their kind gone before. There are forty-one of them—twenty regular employees, seventeen supernumeraries, two aspirants to the place of supernumerary, and two who do only sweeping and cleaning. The illumination of the dome and cupola used to take over 300 men. Extra hands were hired for the occasion from trades and occupations in which labor is done at dizzy heights and they were set to work under the direction of the San Pietrini. Every precaution was taken against accidents. The writer's informant, a San Pietrini grown old and gray in the service, said that although oftentimes some of the men employed were careless, yet during the forty-four years preceding 1870 only three men, all of them San Pietrini, had lost their lives by falling. One fell from the roof while repairing an arm of the statue of St. Andrew; the other two fell while illuminating the dome.

The above statement was confirmed by the head of the Segretaria di Stato, which is situated in the Vatican, and by the employees in that department. An American lady, a resident of Rome since about 1860, gave similar testimony, and related that she had known Turco, a veteran San Pietrino, who died in 1886, and who had been over fifty years in the service of the Basilica, the leader of four generations, himself, son, grandson, and great-grandson being all in the same employment. He used to lament that after 1870 he could no longer take part in the lighting of the dome, and scouted indignantly the idea of any unusual danger attending the operation.

The story about the men being prepared for death by the reception of the sacraments has probably arisen from the fact that in Rome the time for the fulfilment of the Easter precept extends only from Palm Sunday to Low Sunday, inclusive. The San Pietrini have their own chaplain—one of the canons of the Basilica—their own daily mass at 5 or 6 A. M., and general communion on Easter Sunday in compliance with the Easter precept, and on the feast of St. Peter and Paul in honor of the Prince of the Apostles. As the illumination took place in the evening of these two feasts, it is easy to see how the story had, as errors often do, its foundation in the perversion of a known truth.

The writer saw a display of surefootedness and ability by the San Pietrini in taking down the crimson draperies with which the interior of St. Peter's had been hung at the Papal jubilee. One man suspended in the air by ropes handled in the triforium above him, unhooked the draperies and attached them to other ropes, by which they were lowered to the floor. It was marvellous to see the skill and self-possession with which the operator would spring at that height from the wall into the air by a pressure of his foot, and the surefootedness with which for certain short distances he moved along cornices over which the heels of his shoes could be seen projecting, his hold being on hooks fastened in the wall.

The San Pietrini are said to go hunting in the month of March for young rooks in the nests which at that time builds on the roof of the Basilica. It must be rather a perilous hunt.

MORE LUMBER RAFTS TO BE BUILT.

Mr. Leary will Repeat His Experiment with the Joggins Raft in the Spring.

The transportation of lumber in the form of rafts appears to be yet in its infancy. Arrangements are now in progress for the construction of three rafts, each larger than the two previously constructed. One will be built at Joggins, Nova Scotia; another on the St. John River, whether upon the Maine or New Brunswick side has not yet been determined, and a third at Puget Sound, on the coast of Washington Territory. Negotiations are also pending for the delivery of another large raft at Valparaiso, Chili. If these are successfully concluded, the raft will be built and launched on Puget Sound.

Mr. James D. Leary, the contractor of this city, is the sole person interested in the Joggins raft, and he will leave for Joggins on Dec. 26 to complete the negotiations. Mr. H. C. Robertson, the patentee and builder of the famous Joggins rafts, is now in Boston making the preliminary arrangements for the building of the St. John raft. A company of which Messrs. Leary and Robertson are the principal members, will own and operate this raft. The third will also be controlled by a company consisting of Messrs. Leary of this city, James Myrven Donohue of San Francisco, and others. Mr. Donohue, though but 29 years old, is millionaire, and besides owning five miles of water front in San Francisco, owns about 200 miles of railroad running out of that city, to say nothing of several miles of street car lines in the city itself. It is his desire to build up the country along the line of his railroad and the coast of the Puget Sound raft will be utilized for that purpose. The lumber will be manufactured at a mill on Saucelita Bay, near San Francisco, which Mr. Donohue is now erecting.

The Puget Sound raft will be delivered at San Francisco by April or May; the Joggins raft will reach New York by June or July, and it is expected that the one to be built on the St. John River will reach Boston at about the same time. Each raft will contain about 8,000,000 feet of lumber. Those to be constructed in the East will each consist of some 25,000 logs, while that to be launched on the Pacific coast will contain only about 5,000.

"None of the logs of the Puget Sound raft," says Mr. Leary, "will be less than 100 feet long, and some of them will make half a million feet of lumber." The logs of the other two rafts will, of course, be much smaller.

The export tax which the Canadian Government has placed upon lumber does not trouble Mr. Leary. The Joggins raft is probably the only one that will be affected by it, as it is likely that the one destined for Boston will be built upon the Maine side of the St. John River. This would be a saving of $1,000 in the expense of transportation, as it would only be necessary to go 100 miles above St. John on the Maine side, whereas if it should be built upon the Canadian side the place of construction would necessarily be 300 or 400 miles further up. By going to the Pacific coast, all troublesome questions about export and import taxes will be avoided.

How to Gerrymander Monmouth County.

FREEHOLD, Dec. 22.—At a caucus of the Democratic Assemblymen recently held in New York a committee was appointed to rearrange the boundaries of the Assembly districts of the State with a view of making it certain that the Democrats would retain control of the Legislature. Acting on the suggestions of that committee Assemblyman A. A. Higgins of the Second district of Monmouth county, Assemblyman William F. Patterson of the Third district, and several prominent Democratic politicians of the county met here to-day and discussed the proposed scheme of redistricting the county. The First and Second districts are overwhelmingly Democratic, while the Third is Republican by a good majority. After considerable debate it was decided to recommend that Naiawan and Holmdel townships, both Democratic strongholds, be cut off from the second district and transferred to the Third district. This would make the latter district Democratic by a majority of about 250 and still leave the Democrats a majority of nearly 500 in the Second district. By this plan the Monmouth delegation would be solidly Democratic.

The New York and Florida Special, via Pennsylvania Railroad.

The phenomenal success of the New York and Florida Special of Pullman drawing room, dining and sleeping cars running between New York and Jacksonville last season, demonstrated beyond doubt the popularity of such a high-class train. Travel demands it, and, with the view of catering in the best manner possible to the wishes of every class of its patrons, the Pennsylvania Railroad Company has arranged to again place this train in service between the points mentioned. It will make its initial trip of the season on Monday, Jan. 7, 1889, and will be run tri-weekly, Mondays, Wednesdays, and Fridays, thereafter. The schedule of last year will be maintained and the Special will leave New York 9:30 A. M., Philadelphia 11:50 A. M., Baltimore 2:20 P. M., Washington 3:20 P. M., and arrive Jacksonville 9:40 P. M. next afternoon.

The equipment of the train will consist of Pullman vestibule drawing room, sleeping, smoking and library and dining cars heated by steam and lighted by electricity. The well-earned reputation of the train for comfort, luxury, and an excellent attention to the creature comforts of its patrons will not only be preserved, but nothing will be left undone to make it better than ever in every respect.—Adv.

WON'T WEAR A KITTLE.

Only One Rebel at the Fifth Avenue Against Mrs. Langtry's Decree.

Only one of the attachés of the Fifth Avenue Theatre continues to be in rebellion against the Highland kilts. The ushers and doorkeepers have yielded, and Dazian is at work on their garments, but the colored gentleman who attends to carriage parties is obdurate. He said to Manager Reynolds:

"There'll be snow to shovel this winter, and I can shovel it; there's wood to saw, and I can saw it; I suppose I could pick up rags for a living; but I'll be doggoned if I'll wear a kittle!"

An exception will be made in favor of the porter, as the theatre does not want to lose him or hurt his feelings. The other men are going through gymnastic exercises with a view to developing their calves. There is a suspicion that Dazian could be induced to pad the tights to favor the slim fellows, but Mrs. Langtry might not like that, and the ushers are improving on nature as well as they can. They will have one week of grace after the Lily's arrival, for Goatcher is behind in his work of preparing scenery, and during the first week of her engagement Mrs. Langtry will appear in "A Wife's Peril." Mr. Reynolds said yesterday:

"The kilts are a startling novelty, but I would never again venture to oppose Mrs. Langtry. She is a great woman, and she knows what she is about. When she says she wants anything from me, I get it without question. I used to venture opinions of my own about theatre business, but I've learned better. I assure you this is serious. Mrs. Langtry's judgment is wonderful as to what will take, and I anticipate that costuming the ushers will really help the engagement financially."

BEHOLD THE USHER!

Manager Walter Barnham, formerly of the Theatre Royal, Glasgow, said last night that upon the occasion of the reopening of the rebuilt Theatre Royal in Glasgow in 1881, when the late Miss Marie Litton appeared in "As You Like It," the ushers were all dressed in the livery of the royal household, a gorgeous garb of crimson. The departure from the ordinary dress of the usher was designed as a compliment to the Queen. It made such a hit that it was continued throughout Miss Litton's engagement. Mr. Byron Bellew, who put Mrs. James Brown Potter's ushers into Roman costumes on Jan. 7, supported Miss Litton at that time. Mr. Fred Everall, who says that if the Langtry idea is a go he will recommend French uniforms for the Gaiety ushers, was also a member of Miss Litton's company.

SPLENDORS OF THE CENTENNIAL.

A Ball for 5,000 and a Dinner for 500, with Ward McAllister in Charge.

The Committee on Entertainment which is to have charge of the ball and banquet at the centennial celebration of Washington's inauguration in April next reported yesterday to the main committee plans for the ball and the banquet. For the ball 5,000 tickets will be issued. To the General Committee of 150 are allotted twenty-five each, 3,750 in all, at $10 a ticket. Those not taken by the committee will be sold by the Committee on Entertainment. The remaining 1,250 tickets will be needed for invited guests. The committee will endeavor to have Thirty-ninth street and the parts of Seventh avenue and Fortieth street adjoining the Metropolitan Opera House closed for four days at the time of the ball.

For the dinner each member of the General Committee will have the privilege of paying $15 for a ticket for himself. Tickets not taken by the members and others to the number of 500 in all will be sold at not less than $15 each. Three hundred tickets are reserved for invited guests, making a total number of 1,300. The Chairmen of the sub-committees will send in lists of ten names each of guests to be invited, and the Chairman of the Committee on States will send in one name from each State and Territory. Besides persons so named, officers of the Federal, State and city governments, diplomatic representatives, and others will be invited.

The committee asks for authority to make contracts for the various necessaries of the ball and the banquet. A supper at $3 a plate will be given to the 5,000 guests at the ball, and $9,600 is the estimated cost of the dinner, not including the wine, the cost of which is not estimated. The Metropolitan Opera House Company is to be paid $3,000 for the use of the building. Eugene Le Perique, the Hoffman House chef, will be the chief for the ball and banquet.

The Committee on Art is requested to furnish designs for invitations to the ball and the banquet, and also for a memento to be given to the ladies attending the ball, as was done in 1789, when a fan was given to each lady.

Tickets of invitation will be rejected if they fail to bear the name of the holder in the handwriting of the committeeman through whom the ticket was issued. Mr. Stuyvesant Fish, the Chairman, stated that fifty-nine boxes had been sold at $850 each. The remaining four teen are reserved for distinguished guests. The President is to have box 36 and the Vice-President box 35. Boxes 38 and 37 are allotted to representatives of George Washington and John Adams respectively. "Ex-President Grover Cleveland, if he pleases," will occupy box 62, opposite to R. B. Hayes in box 61. Other boxes are set apart for the Speaker of the House, the Chief Justice, the commanding Admiral, the commanding General, the diplomatic corps, the Governor, the Mayor, and the opera house company. Mr. Ward McAllister was appointed the manager of the ball and banquet and put in control of all the details.

Mr. Russell Harrison was present at the meeting yesterday. He said that his father had desired him to inform the committee that he would lend him all the aid in his power to make the celebration a success.

On motion of Mr. Elbridge T. Gerry a special committee was appointed to represent the Loyal Legion, to consist of Floyd Clarkson, Loyall Farragut, Gen. A. S. Webb, Col. Lotus P. Di Cesnola, and Gen. John Cochrane. Several were added to the General Committee.

TERRIBLE FIGHT WITH A BEAR.

Prof. Stokesbury Nearly Killed Before he Shot the Bear Dead.

WATERTOWN, Dak., Dec. 22.—The Rev. J. W. Stokesbury has received intelligence of a terrible struggle his brother, Prof. D. E. Stokesbury, recently had with a bear in the mountains of Wyoming, in which the Professor was probably fatally injured. Prof. Stokesbury is a geologist connected with Prof. Marsh's party. About a week ago while he and an assistant were engaged at a point sixty miles north of Carton, they were overtaken by a band of seven silvertip bears. Observing them approaching, the men sought refuge on a large rock, and, being well armed, succeeded in demolishing four of the bears and wounding a fifth before losing sight of the game in the thicket.

Flushed with his success, the Professor sprang into the brush in pursuit, when he was suddenly confronted by the wounded an imal, a monster female. In turning he fell, and was at once caught by the bear, and received a violent shaking. Dropping him, she caught him in the inside of the right leg above the knee, tearing off the flesh and splintering the bone. She next sprang at his face, but he interposed the left arm, which was bitten and torn to the bone. She flew at his side, and at one blow broke three ribs. The Professor, who had throughout retained hold of his rifle with his right hand, finally succeeded in giving her a fatal shot in the head. The bear weighed 700 pounds. Stokesbury will probably die.

A Famous New Jersey House Burned.

The fine residence of the late Frederick T. Frelinghuysen, about two and a half miles west of Raritan, took fire about 5 o'clock yesterday afternoon and was destroyed. No cause for the fire has been discovered. The property was bought from the heirs last spring by E. B. Brown of New York, who was living in the house. This house was visited several times by President Arthur while Mr. Frelinghuysen was Secretary of State. It was large and surrounded by ample grounds.

A Negro Hanged.

CROCKETT, Tex., Dec. 22.—John Andrew Johnson (colored) was hanged yesterday in the jail yard here for an assault upon Miss Lizzie Simmons last spring. Johnson was only 19 years of age. He protested his innocence on the scaffold.

NEWS OF THE RAILROADS.

INFORMATION FROM ALL PARTS OF THE RAILWAY WORLD.

The Reward of Shrewd Shippers—Enormous Freight Car Transfers—Railroad Building in Mexico—General Gossip.

One of the best reasons why the restoration of freight rates to the old basis will not affect the movements in freight much is that shippers were shrewd enough in many cases to make contracts for weeks ahead on the one-third cut basis which was in effect before Dec. 17, so that to all intents the cheaper rates are still in operation, since the companies will not let the joint agreement interfere with the contracts made before the higher rates went into effect.

During the forty-eight hours between 6 A. M. on last Saturday and Monday at 6 A. M. the largest number of loaded freight cars on record was transferred by floats from the Pennsylvania yard in Jersey City to the Harlem River yard of the New Haven road. There was an even 500 filled with miscellaneous merchandise for New England points. The facilities at the Harlem River were strained to handle the business. Less than ten years ago the number of cars to be transferred between these two points could be put on one float, and there was room to spare. There was talk of giving up the transfer system; but now the Eastern trade is a prominent feature.

The freight department of the Michigan Central road at Chicago is under a cloud. It is not only alleged that that road has violated the law by discriminating in favor of certain people in the matter of rates, but the crime of forgery is hinted at in connection with certain alleged transactions which resulted profitably to the company. The road has shipped 500 cars of grain from Chicago to the seaboard on bills of lading purporting to have been issued by an agent of the Chicago, Santa Fé and California Railroad at Chillicothe. The shipments were charged at a proportion of the through rate on the assumption that the business originated west of Chicago. It now appears, however, that the through bills were forged, and that the Chicago, Santa Fé and California Railroad had nothing whatever to do with them. Chairman Blanchard of the Central Traffic Association has taken the matter up.

Erastus Sisuson, Jr., of the Erie Railroad Company's New York office, has been appointed station agent at Waterson. This is said to be one of the most laborious and responsible posts in the company's service.

The Erie Company has torn down four or five of its smaller shops at Elmira, and removed most of the machinery to Susquehanna, to which place the division headquarters were removed some weeks ago. The Erie is gradually withdrawing its construction and repair business from Elmira to Susquehanna and Port Jervis. The ground occupied by the razed shops at Elmira will be used for much-needed switches.

The North Hudson County Railroad Company, which owns the Hoboken Elevated Railroad, has decided to change the line of its proposed Jersey City extension from Oakland avenue to Central avenue, and when the new line is completed it will come down the latter avenue clear to the Court House. The change was made chiefly because of the objection of the property owners on Oakland avenue. The residents of Central avenue are generally in favor of the change.

The Legislature of the State of Durango, Mexico, has granted to the International Railroad the right of way from Torreon, its present junction with the Central, to the city of Durango. The Interoceanic Railroad Company has resolved to prosecute vigorously the work on its new line, and will put on 3,000 new laborers. The State of Guanajuato has granted a subsidy of $3,000 per kilometre for the construction of a railroad from Valle Santiago to Salamanca—the same road to connect with Durango, but without a subsidy outside the State.

The managers of the northern railroads running out of Boston have entered a vigorous protest against the recent order from the War Department to reconstruct the bridges and enlarge the draws across the Charles River. Eight bridges are crowded into one section and there is great delay when a vessel goes through the draws. General Manager Furber of the Boston and Maine Railroad said to a reporter:

"We would willingly pay the Government $6,000 a year to get rid of the draws. Why not pay it and block up the river altogether? The company would consider it a cheap way of expediting business. I cannot imagine what right Congress has to interfere with the railroads of Massachusetts or to find fault with bridges which have been constructed and authorized by the State through its Boards of Land and Harbor and Railroad Commissioners. It is as much as to say that the State has no power over its roads or over its navigable waters and the Harbor Board is a nonentity. This action is an outrage against the railroads and against the State of Massachusetts. It actually seems as though Congress meant to cripple the railroads as much as possible. I do not know what changes the United States engineers want us to make. I do know that the immense traffic of the northern and eastern railroads should not be continually interrupted and interfered with in order to permit a few coal schooners to go up the Charles River. Why, 60,000 persons a day, at least, come into Boston over the Charles River bridges, without mentioning the immense quantities of freight handled. The people of Charlestown, Somerville, and Cambridge ought not to be detained by the constant opening of the draws in the city bridges, either." According to the official report the number of vessels that passed up through the Craigie bridge draw from Dec. 1, 1887, to Nov. 30, 1888, was 1,757. The record of tonnage is not now kept. The number of persons who cross the bridges is over 60,000 per day. On one day in December, 1887, 35,000 persons, by actual count, used the West Boston bridge alone, and 9,250 persons passed over the Craigie bridge.

Emile Maiers, a French engineer of the Lackawanna, who has been on that road for more than twenty years, has made about the best time on the Morris and Essex division. He once made a trip from Washington, N. J., to Hoboken, 70 miles, in 72 minutes, it is said. He runs engine 39, and he is always called upon when the officials want to make an observation trip. It is said that he can pull an engine out of a wreck more artistically than any engineer on the road, and yet he has met with very few accidents.

A stranger went the rounds of the railroad ticket offices in Cincinnati on Friday trying to get a raise on fifty people from here to New York. The boys all tumbled to the fact that he was a detective endeavoring to work up a case for the Inter-State Commission to pass upon.

John O. Laughlin, travelling passenger agent of the Chicago, Milwaukee and St. Paul road, has been transferred from Cincinnati to Baltimore. D. C. Brady of the Chicago, Milwaukee and St. Paul, whose present headquarters is at Louisville, will be transferred to Cincinnati, and the Louisville and Cincinnati territory will be united into one district.

The new river division of the Chesapeake and Ohio road, extending from Covington to Ashland, Ky., is to be opened up for traffic on the 24th of this month. It has been running passenger cars for several weeks.

Augustus Holdridge, who resigned the superintendency of the Woodruff Parlor Car Co., to accept the superintendency of the International Express Company, was presented yesterday with a handsome marble mantel clock and two massive bronze statuettes by the Long Island employees of the Parlor Car Company.

The Little River extension of the Carthage and Adirondack Railway has reached the Star Lake crossing, and the track laying has ceased for the winter. Some ballasting remains to be done between that point and Jayville, but within a week or more everything will be ready for the running of regular trains to the present end of the track, where there will be located a station by the name of "Oswegachie." Vast quantities of timber, bark, and pulp wood here await the woodman's axe and future shipment to the mills.

There is about to be built at the New York Locomotive Works in Utica an experimental engine which may revolutionize the present system of steam motive power as applied to locomotives. It is to be operated solely by electricity, and will weigh 15 tons. The motive power, except the storage of the electricity, will be entirely in the cylinders. The cylinders are wrapped in coils of heavy copper wire, to which currents of electricity are communicated. The piston is moved in a reciprocal motion by two different currents. The electricity on the engine now building will probably be stored in the fire box. If the engine should be adopted on the elevated railroads in New York the electricity would be stored in stations. If they should be used on railroads, it might be taken up from a cable in the centre of the track, or stored on the engines. The inventor is W. H. Dorling of New York.

A new iron bridge has just been completed over the Chenango River by the Ontario and Western Railroad.

The grading of the Wharton Valley Railroad between Edmeston and New Berlin is now ready for the laying of the ties and rails. The construction train has been at work on the lower end hauling rails and ties, and the road is in running order with the exception of ballasting up the Ferguson cut, and the engine and cars are plying between New Berlin and that point. If the rails on the last half of the road are spiked as quickly as they were on the first half the road will be completed by Dec. 25.

The proposed new road from Williamsport to Binghamton, a distance of about 110 miles, will be built by Messrs. Belden & McGlynn of New York city, who have recently finished the Newcastle and Shenango Valley road in western Pennsylvania. The Williamsport and Binghamton road will form a short outlet from the Clearfield coal region to eastern New York and New England, and the shortest outlet will be less by 50 miles than any present existing road. Besides passing through the richest coal field in Pennsylvania, it runs directly into the most extensive timber land, where it is estimated a supply of 2,000,000,000 feet of hemlock and hard wood timber can be obtained, and the promoters of the road are counting on enormous freight traffic.

The venerable Ed Cooper, the first locomotive engineer of the Boston and Lowell Railroad, is 94 years old. The infirmities of age are beginning to show themselves, more particularly in his failing eyesight. He was obliged to give up the selling of newspapers at the Central depot in Woburn some two months ago on this account. He was born in England Dec. 16, 1804.

The Rome, Watertown and Ogdensburg Railroad has equipped one train with the Martin steam heating apparatus, which is so well that it will be put on all the passenger trains.

The new restaurant to be built at the east end of the Central Railroad Station in Rochester will be two stories high and will cost $28,000.

Col. E. S. Bowen, who has been appointed acting General Manager of the Rome, Watertown and Ogdensburg Railroad, was formerly Vice-President and General Manager of the Erie. He resigned from the Erie owing to ill-health, but after two years' sojourn in the South and in Europe he is completely recovered.

If an understanding can be effected between the Palisade Railroad Company and the owners of land along its proposed route, it is probable that by the end of another year cars will be running from the West Shore Ferry at Weehawken by way of Guttenburg, Fort Lee, and upper Englewood to Alpine on the Palisades opposite Yonkers. The distance is fifteen miles. The prices at present demanded for land for the right of way are considered exorbitant, but the railroad officials hope to persuade the owners to come down to reasonable figures. The proposed route was through a charming country, which is darted with beautiful villas, the country seats of wealthy residents of New York. The railroad company was incorporated several years ago under the laws of New Jersey. William S. Opdyke of the firm of Brewster, Peet & Opdyke, 26 Nassau street, is the acting President. The company's authorized capital is $50,000. It is probable that work will be begun in the spring.

Monday's heavy rain seriously damaged the roadbeds of several New England railroads. On the New York and New England road, at East Thompsonville, Conn., the New York limited express ran into a sight washout, and was stuck five hours. It was a narrow escape from a frightful accident, although Conductor Crowley was running at reduced speed because of the danger of just such an accident. On the Old Colony's Providence division at Canton Junction a huge bowlder fell upon the track and tore off the steps to the 11:05 night express to Mansfield. The bowlder was so large that it was necessary to blow it up with dynamite before the train could pass. Trains were delayed nearly three hours. The Fitchburg road lost one of its many bridges over the Deerfield River because of the swollen stream. Passengers over that road have often shudded as they were whisked over those wooden structures, and the present work of replacing them with modern iron bridges is hailed with delight by all patrons of the road.

Station Agent Williams of the Old Colony Railroad at Foxboro is a busy man. In addition to his railroad duties he is largely interested in the rotary sewing machine and in the Union Straw Works.

The Fitchburg Railroad, extending from Barre to the granite quarries four miles distant, is about completed. One track is already laid and the other is nearly finished. The total length of the road is eight miles, there being a line on each side of the mountain. The rise from the town to the summit is 1,100 feet, and the grade of the road for the greater part of the distance is 264 feet to the mile. The difference in elevation and the short length of road made it necessary to construct a switchback on the side of the mountain two miles from the town.

The discontinuance of the New York express on the New York and New England Railroad, leaving New York and Boston at 11:30 P. M., will create much dissatisfaction among many business men who have taken advantage of the night express to get a good night's sleep and reach either city in time to transact their business. It is understood that the train was discontinued because the company couldn't afford or didn't desire to furnish an extra locomotive to haul the cars between Hartford and Boston. Heretofore the cars have been attached to the Washington express, but the change of route made it necessary to produce additional motive power for the New York sleepers. This the company will not do, and the train will be discontinued.

The general managers of the lines in the territory of the Western States Passenger Association met again in Chicago yesterday to consider the agreement submitted by the Committee of Seven. The Southwestern lines could not adjust their differences, but the Western and Northwestern agreed to restore passenger rates on Jan. 1 from Chicago to Council Bluffs, Omaha, St. Paul, Minneapolis, and Lake Superior points. The scalpers are still in possession of a large number of tickets of the Wabash Railway, and the road's competitors refuse to restore rates to Kansas City until these tickets are withdrawn from the market. The Wabash officials claim that they have been unable to redeem the tickets, as the brokers refuse to return them at cost price. Receiver McNulta has obtained an injunction from Judge Gresham restraining Ticket Broker Frank from selling or disposing of the tickets now in his possession. The case will come up for a hearing in the United States Circuit Court in Chicago on Wednesday next.

The Board of Aldermen will meet this afternoon with a new pneumatic gate for crossings at Long Island City. A reservoir about five feet high and one foot in diameter is filled with compressed air by means of a hand pump. The air is conveyed to the lifting apparatus at the gates through small lead pipes. The two gates are worked by one man by means of a set of levers from the signal tower overlooking both tracks.

What the Fourth Avenue Motors Have Done.

The Aldermen will probably decide one way or the other to-morrow about the franchise permitting the New York and Harlem Railroad Company to use the electric motor on the Fourth avenue route. If the Board refuses its consent the matter will have to be introduced before the incoming Board. The promoters think their luck won't be any better before the new Aldermen than it is before the present body. They say that if the City Fathers hold to their promises the franchise will be granted to-morrow.

Three of the Julien Electric Traction Company cars have been running on the Fourth avenue tracks, between Eighth street and the Post Office, on trial. This table shows what they have done up to Dec. 20:

	Miles run.	Passengers.	No. of days.
Car No. 1	2,353¾	21,382	79
Car No. 2	1,288¾	2,491	15
Car No. 3	1,188¾	10,253	42
Totals	3,813¾	35,026	135

The List of Referees.

These referees were appointed in cases in the State courts in this city last week:

SUPREME COURT.

By Judge Andrews.

Cases.	Referees.
Woods agt. Woods, &c.	S. L. H. Ward.
Bryan agt. Thompson	C. W. Francis.
Ogden agt. DeKay	E. M. Shepard.
Schickle H. & H. Iron Co. agt. Conroy et al.	George C. Lay.
Dinkelspiel agt. Warshing	N. J. Waterbury.
Reily agt. Reilly	H. J. Porter.
Cook agt. Cook	John E. Foley.
Ottinger agt. Kerby	O. L. Stewart.
Lawson agt. Merritt	John A. Foley.
Delano agt. Bailey (three cases)	W. N. Stewart.
United States Trust Co. agt. Sattus	Wm. N. Armstrong.
Haas agt. Tannenholtz	J. F. McIntyre.
Wheeler agt. Tippett	Hamilton Cole.
Washington Life Insurance Co. agt. Pirsson	Thomas D. Husted.
Matter of Van Gestel Mfg. Co.	Alfred C. Pulsifer.
Hankin agt. Hankin	F. W. Diehl.
Matter of Sedgwick avenue	William C. Cox.
Weekes agt. D