MR. FISH'S WORK ANALYZED.

HOW HE AND HARRIMAN ARE IMPOVERISHING ILLINOIS CENTRAL.

Unprofitable Branch Lines Attached to the Company at Fancy Prices—Who Gains by Such Trades!—Evidence of Rascality Accumulates, but the Young Managers Make No Reply—Striking Facts.

The day for the annual election for directors of the Illinois Central Railroad Company approaches without the stockholders obtaining any information from President Stuyvesant Fish or Vice-President E. H. Harriman as to the results of last year's business. It is reported that the office force of the company is hard at work trying to get up an annual report that will answer some of the charges that have been printed in THE SUN. In fact, Brother-in-law Sidney Webster said as much in an interview he had prepared and published last week. Mr. Webster also made the statement that Mr. Robert Goelet, Mr. S. V. R. Cruger, and he went over the accounts of the company in December to determine the amount applicable to a dividend for the last half of 1888, and had found that the company had actually earned and received during the year in excess of all payments, nearly $2,400,000, the amount required to pay 6 per cent. upon the stock, and that after paying it the company would have about $164,000 cash in its treasury. With operating expenses larger, gross earnings smaller, and fixed charges larger than last year, it is difficult to imagine how Mr. Webster and his fellow committemen can have figured out such a result.

However, if THE SUN succeeds in forcing any sort of an official statement out of the management of the Illinois Central Company before Fish and Harriman intrench themselves more strongly in power on March 13, something of value to security holders will have been gained. Unless that pair of would-be financiers give some account of their stewardship before the election they should not receive a single proxy. If the report they put out is misleading or untruthful, THE SUN can be depended upon to point out in what respects it is so. They have much to explain, and it is not at all to their credit that they kept silent so long. The financial community has already begun to acknowledge without reserve the justice of THE SUN'S presentment against the Fish-Harriman management of the Illinois Central.

While Fish and Harriman keep in the background Director Webster has been induced to come to the front with a second statement that was published yesterday morning. His views, as one of the lawyers connected with the company, upon its attitude toward the Inter-State Railway Association are commented upon in another column. The figures he has seen fit to give the public can be utilized to throw a little light upon the inside management of the company. He says among other things that the company's new line to Chicago, Omaha, and the West, meaning, of course, the Chicago, Madison and Northern, has cost $9,000,000. That amount is $4,630,000 more than the road has been bonded for, so far as known, and $3,460,000 more than it had cost up to Dec. 31, 1887, according to the company's report. As the road is only 225 miles long, it has cost, according to Mr. Webster's figures, nearly $39,000 per mile. This is one of the things the stockholders should inquire about before going any further with Fish and Harriman.

In the efforts to demonstrate the unfitness of Fish and Harriman to manage a great railroad property THE SUN has of course revealed some things that cannot be pleasing to the security holders of the Illinois Central Railroad. The facts, however, are Fish's and Harriman's. THE SUN has only spread out what they have done. But Mr. Webster in his perfunctory interview gives some opinions that are not at all pleasant reading. He says that even the accumulation of branch lines does not do the company any good, because "even these could not arrest the decay that was going on, because the company had not a beginning or an ending in any of the great cities." But Mr. Webster is at his best when he undertakes to tell the public that the interest charges of the company have been reduced $410,750 under the Fish-Harriman management. He admits a certain increase of $350,000 in fixed charges since 1882, but argues that it is more than offset by the purchase of the Iowa lines, for the use of which the company used to pay 36 per cent. of the gross earnings, an average of about $763,000 a year. The inevitable inference from Mr. Webster's figures is that the Iowa lines don't cost the Illinois Central anything, now that it owns them. He seems to overlook the fact that the bonds of these lines call for an annual interest payment of $333,410, and that the company has invested nearly $7,000,000 in their stocks, upon which amount it should charge at least 5 per cent., making the total cost per annum $081,642, only $21,358 less than the average payments under the lease.

From the figures at hand, that is, the gross earnings of the entire system for the year 1888, the increase in operating expenses for the eleven months of the year as given by General Manager Jeffery in his preliminary report, it appears that the operating expenses must have been about 80 per cent. of the gross earnings. Assuming that the Iowa lines were operated as profitably as the whole system, which is far from probable, they would show a surplus over fixed charges for 1888 of $239,676, which is $117,556 less than 5 per cent. upon the money invested in them. One thing is very certain, there has been no diminution of the fixed charges of the Illinois Central Company. Mr. Webster to the contrary notwithstanding, Mr. Webster's defences of his associates would be more to the point if he would explain how they have increased the earning capacity of the company during the last six years $8,500,000 in excess of the disbursements on that account.

In the stock market the prestige of the property stands its securities in good stead. At the same time it is worth observing that imperceptibly they have reflected the incompetent management of Harriman and his associates. The following comparison shows how the securities of the company stood in the market three years ago Wednesday, when Messrs. Vermilye & Co. brought out the 3½ per cent. bonds at par and accrued interest. When no quotation was made on either date the nearest quotation has been taken, and in some cases no quotation is obtainable, so rarely are those issues dealt in.

Name of Bond.	Feb. 27, '86.	Feb. 27, '89.
Springfield Division 6s	115	116½ bid
Middle Division 5s	109½	113
C., St. L. and N.O., Tenn. lien 7s	—	129½ bid
C., St. L. and N. O. 1st consols	125 bid	129½
C., St. L. and N. O. 5s sterling	125	126
C., St. L. and N. O. gold 5s	117	116⅞
Dubuque and Sioux City 7s	115⅝	116 bid
Cedar Falls and Minn. 7s	115 bid	7s sold
Stock	109⅞@110	109⅞@110

The rates for money were practically the same three years ago that they are now. The 3½ per cents were not listed upon the Stock Exchange until June 25, 1886, when they were quoted at 102¼@102¾, which advance over the issue price was about equal to the accrued interest. They are now quoted at 92@95. The company's gold 4s were listed in the Stock Exchange on June 14, 1888, and opened at 101 bid. They are now 100 bid. The first mortgage 4s, which are not given above, were listed on the Stock Exchange in March, 1886, and opened at 108⅞@109⅞, and are now 106 bid.

While the security of most of the bonds of the company can be readily determined, that is not the case with the collateral trust 4s, which Harriman and Fish ground out last year, and of which $10,500,000 have been sold, so far as the company is concerned. A careful study of the collateral should be made by every holder and by the trustee. As the issue now stands the security may be ample, but if the balance should be issued more collateral would perhaps be desirable. This collateral trust is the culmination of the Fish-Harriman branch line policy. It may be argued that the collateral placed in it is not such an important matter as the fact that the bond is a direct obligation of the Illinois Central Company makes it a safe security. The same reasoning could have been applied with equal force to the securities of the Wabash Company before Mr. Jay Gould confessed to his friends that he had been mistaken in the property. The name of a company is one thing, its management quite another.

The following figures relative to the collateral trust loan of $15,000,000 are taken from the application to the Stock Exchange, signed by Stuyvesant Fish, President, upon which the bonds were listed, and from the company's report for 1887.

Company.	Bonds Deposited.	Cost of Road.
Canton, Aberdeen and Nashville	$1,750,000	$1,850,395
Yazoo and Mississippi Valley	2,500,000	2,501,596
Chicago, Havana and Western	1,500,000	1,501,562
Bantoul	1,000,000	511,252
Cedar Rapids and Chicago	500,000	492,115
Cherokee and Dakota	1,000,000	1,000,000
Chicago, Madison and Northern	4,750,000	5,540,000
Total	$16,250,000	$14,393,840

All but two of these seven roads are put in the trust at a valuation largely in excess of their cost, and some of them at nearly twice their cost, which includes all permanent improvements down to Dec. 31, 1887. The amount of the bonds issued upon these roads in excess of their cost is $1,856,500, but in the entire transaction the excess of bonds issued over cost is reduced by the cost of the Canton, Aberdeen and Nashville and of the Chicago, Madison and Northern. The Canton, Aberdeen and Nashville road was bonded on Dec. 31, 1887, for the full amount per mile permitted by the collateral trust mortgage, had cost at that date $1,750,000 in excess of the bonds issued, and was not completed so as to be opened for business until Jan. 1, 1888. It would be interesting to know how much more that road has cost and how the additional cost is to be met.

It may be argued that the full value of these branches is not represented by their cost to the company. In other words, that they were secured or developed as bargains and that their earnings are so large as to justify the higher estimate of them. The reports of the company do not go into these details, but General Manager Jeffery, in his argument before the Railroad Commissioners of Illinois in September, 1887, gives in detail the operations of the Chicago, Havana and Western road for the first half of that year, showing a deficit after paying interest of $15,833. And this was on a bonded indebtedness of $2,000,000, or $500,000 less than the figure it has been put into the trust. He also gave the figures for six months of the Bantoul road, showing that on a capitalization or bonded indebtedness of $500,000, or one-half of what Fish and Harriman have mortgaged it for, the deficit after paying interest was $10,004. As a matter of fact the operating expenses and taxes exceeded the gross earnings by $5,000. It is worth noting right here that in the report of the company for 1886, when the purchase of these roads was being consummated, it was argued that they were not valuable enough for the new business they might bring, as that they would stop competition. Consequently they were taken in at a total cost of $2,362,234 and capitalized at $3,500,000. The figures of cost are those given by the company. The two roads were originally bonded for the large part of $1,000,000 less than three months before the company bought them, for an aggregate of $1,300,000. The additional $1,062,000 represents the improvements, profits, and commissions on the two transactions that were charged against the properties the first year the Illinois Central Company owned them.

It is a peculiarity of recent Illinois Central reports that each one exceeds the preceding one in bewilding the smaller gross earnings of the company, especially from larger mileage. They are also complained of the increase in expenses. In 1887 the increase in operating expenses upon an increase in mileage of 206 miles was $770,936, and for the first eleven months of 1888 the increase in operating expenses was $907,072. These last figures do not include three of the branch lines, namely, the Mississippi and Tennessee, the Chickasaw and Dakota, and the Cedar Rapids and Chicago roads. From these facts it seems perfectly fair to assume that the deficit of the two branches purchased from the Wabash system has kept up the pace of the first six months of their incorporation with the Illinois Central system, in which case Harriman's Chicago, Havana and Western purchase has cost the Illinois Central stockholders up to date $225,000 on account of interest, and the Bantoul division $75,000, a total of $300,000. As the Chicago, Madison and Northern will be operated as part of the system, the stockholders are likely to be left in the dark as to the profitableness of that latest venture of Harriman's and his compliant associates.

It is quite possible that Fish and Harriman will try to deceive the stockholders in any report they may make by confusing the accounts of the main line with those of the Iowa system. Until they got possession of the Iowa system, their system of bookkeeping invariably resulted in a bad showing for it. While that system of bookkeeping was in vogue, that is in September, 1887, Mr. E. T. Jeffery, General Manager of the company, in an argument before the Illinois Railroad Commissioners, gave some figures of the operations of the main line, to the effect that the net earnings for the first six months of 1887 were $600,000 less than for the like period of 1884, and that the amount applicable to dividends had decreased in the two years from $1,500,000 to $670,000. He added that from these figures it must be seen that the income which the owners of the property received is "derived mainly from traffic upon and to and from the auxiliary lines, nearly all of which are south of Cairo and west of Dubuque."

Among other subjects upon which Fish and Harriman might properly enlighten the security holders are what profit, if any, Harriman made upon the 15,500 shares of Dubuque and Sioux City stock that he picked up in the market prior to purchasing control of the company through Drexel, Morgan & Co., and which stock he turned over to the Illinois Central. As indicating the family character of the present management, it may be noted that Director Robert Goelet is a son-in-law of Mr. George H. Warren, from whom Harriman purchased a block of Dubuque and Sioux City stock, and the Mississippi and Tennessee road was purchased from Mr. R. T. Wilson, the father-in-law of Director Goelet's brother, at a profit to the seller of $250,000. The fact that the Goelets are large holders of Illinois Central stock does not appear to have prevented their connection with these transactions making profitable bargains with the company.

Mr. Stephen H. Olin of counsel for the bondholders of the Cedar Falls and Minnesota Railroad Company has addressed to President J. Kennedy Todd of that company a circular letter giving the history of the efforts of that company and its bondholders to resist the attempt of the Illinois Central Company to repudiate its guarantee of the bonds and its lease of the road. The circular sets forth that the defendants, that is, Mr. Olin's clients, have been ready to try the first suit in the litigation, in which the question whether or not the lease of the Cedar Falls road is fraudulent is to be determined. But the complainants do not seem to be ready, and thus far they have been unable to force the Illinois Central into court.

From all that has been set forth regarding Fish and Harriman it must be evident that while their management has been detrimental to the Illinois Central Company, they have not proceeded in the comprehensive manner that characterized Ives and Stayner's exploits in corporate mismanagement. Their methods are comparatively small, but none the less reprehensible.

IVES INDICTED TWICE MORE.

Woodruff with Him in One Case and All Three Prisoners in Another.

An indictment against H. S. Ives and E. W. Woodruff and another indictment against Ives, Stayner, and Woodruff were filed by the Grand Jury yesterday. The first charges, on the testimony of President Julius Dexter of the Cincinnati, Hamilton and Dayton Railroad, that Ives and Woodruff, as officers of the railroad, issued on Sept. 25, 1886, with intent to defraud, ten certificates of preferred stock of the road of 100 shares each, of a total par value of $100,000. The second count of the indictment alleges that the issue was not authorized.

The second indictment, found on the evidence of W. H. Starbuck and Julius Dexter, charges that Ives, Stayner, and Woodruff, on June 15, 1887, fraudulently issued nine certificates of preferred stock, 100 shares each, amounting to $90,000, and one certificate of fifty shares of $100 each, amounting to $5,000. The second count alleges that the issue was not authorized.

It was reported yesterday that before the Grand Jury is dismissed to-day other indictments will be filed against Ives, Stayner, and Woodruff. If convicted of the crimes for which they have already been indicted, Ives and Stayner may be sent to State prison for forty-two years each.

Woodruff was not at the District Attorney's office yesterday. Lawyer Charles W. Brooke, on behalf of Ives and Stayner, demanded shortly after noon to see the new indictments, and, after obtaining them, asserted with considerable feeling that Col. Fellows had promised him that when the Grand Jury should be asked to find new indictments against Ives and Stayner the defendants would have an opportunity to make a statement to the Grand Jury. Assistant District Attorney Parker said that he knew nothing about such a promise.

Woodruff remains in the custody of one of Inspector Byrne's men. Mr. Parker said yesterday that he has told the whole story of his business relations with Ives from the time when they were clerks and in Dauchy & Co.'s to the day of the failure of H. S. Ives & Co. The story is a startling one in many ways, and will be specially interesting to Wall street operators and investors. Woodruff says he has no money, and that he was chiselled out of the little money he had by Ives, who induced him to speculate in railroad securities.

Lawyer Frank R. Lawrence said yesterday that he believes that Ives and Stayner have retained large fortunes from their peculations, and that it may be possible to squeeze the money from them by civil suits. Their imprisonment in Sing Sing, Mr. Lawrence said, would not be a bar to civil proceedings. Mr. Lawrence added that, in his opinion, while Woodruff's testimony will be of great value to the District Attorney in obtaining a swift conviction of Ives and Stayner, their misdeeds are so patent that they could be convicted without Woodruff's aid.

Lawyer Brooke on the other hand said that Woodruff's testimony could not be of great weight, first, because his clients are innocent; and, second, because Woodruff's uncorroborated testimony, being that of an accomplice, according to the theory of the prosecution, is worth nothing.

Business Troubles.

At a meeting yesterday in Boston of the creditors of J. W. Smith of Andover, a member of the firm of Glidden & Curtis, the assignee reported: Liabilities, fully secured, $364,000.67; partially secured, $410,781.84; unsecured, $365,000.00. Contingent liabilities—Endorsements, Glidden & Curtis, $162,570.60; Pacific Guano Company, $250,000; Ohio and Western Coal and Iron Company, $45,000; Y. W. W. Dove, $30,000. The assets are $321,340. The assignee says that Mr. Smith put into the firm of Glidden & Curtis two years ago $988,000. Since then he has put into the firm $313,000, and in the Ohio and Western Coal and Iron Company $255,000, and into the firm of Craighead & Rentz of Andover $250,000.

A meeting of the creditors of the Pacific Guano Company, Glidden & Curtis, John S. Glidden and W. Dove, in Boston yesterday afternoon, Dove reported the liabilities of the Pacific Guano Company to be $2,407,000; assets $1,000,000. The condition of Glidden & Curtis was stated as follows: Liabilities, $2,200,000; of which $424,000 are secured by assets valued at $1,000,000, face value. Assets: Half Pacific Guano Company to the amount of $1,777,000, face value, from the Ohio and Western Coal and Iron Company, nominal value, $1,000,000; Dove, face value, $300,000; Glidden, property of the Foster & Butler battery, in Middletown, N. Y., under an assignment yesterday, $100,000, face value. The liabilities are $200,000 in excess of the assets, but the firm is in good condition, and will resume in a few weeks, it is believed, with its factory, has been closed since December.

Panic in Meyer's Rubber Factory.

NEW BRUNSWICK, Feb. 28.—Smoke ascended into the girls' room in Meyer's rubber factory this afternoon and caused a panic. The girls fled, leaving their wraps behind. Several fainted, but all got out at the building unhurt. The fire, which started in the searing pit, was put promptly out. The works will start up again in three days.

WEDDINGS BEFORE LENT.

Miss Haxton and Mr. H. S. Harper, Miss Remsen and Mr. R. A. McKim, and Miss Stebbins and Mr. G. E. Dickinson.

Miss Myra Raymond Haxton, daughter of Benjamin Haxton of 21 Madison avenue, was married to Henry Sleeper Harper, son of Joseph W. Harper, at Grace Church at noon yesterday. There were no bridesmaids. The Rev. Dr. Huntington, assisted by Bishop Potter, performed the ceremony. Mr. William Armitage Harper was best man, and the ushers were James Jay Mapes, Douglass Ewell, George H. Mairs, and Harmon A. Vedders. The bride wore a gray travelling suit, and hat of the same color. There was no reception, the bridal couple starting on their trip immediately after the ceremony.

Miss Caroline Remsen, youngest daughter of Robert G. Remsen, was married in Grace Church at 3¼ o'clock to Robert Albert McKim, son of Robert V. McKim. There were 1,800 invitations issued for the ceremony and 800 guests were bidden to the reception. The bride wore an Empire gown of white moire antique, with front draped in embroidered crêpe. The sleeves were puffed and the train was long. A bouquet of orange blossoms was upon her left shoulder. A long veil of old point lace was fastened to her hair with diamonds; a wreath of orange blossoms surmounted her head. Over her long white gloves she wore slender diamond bracelets, the gift of the groom. Pearls encircled her neck, and she wore a diamond and ruby heart-shaped pin, presented by Charles Penniman. The bride, on her father's arm, was preceded up the aisle by six ushers. Oliver Harriman, Jr., D. McDougall Hawkes, George E. Throop, George Cammann, William J. Albert McKim, brother of the groom, and Edward A. Le Roy, Jr. Another brother of the groom, Albert McKim, was best man. Dr. Huntington performed the ceremony.

The house at 87 Fifth avenue was a garden of palms and flowers when the guests assembled immediately after the wedding. Among the noteworthy gifts were an old family silver service, presented by Mr. and Mrs. Remsen; an antique china service and complete household linen, purchased at the Tuileries, given by Mrs. Remsen; a chest of small silver from the Tuileries, given by Mr. Remsen; a silver tea service, given by the bride's sisters; four antique silver fruit dishes, from the groom's parents; a silver salver from Mr. and Mrs. Grafton; a silver vegetable service, jointly from Mrs. Hillhouse, a sister, and Mrs. Manice, an aunt of the bride, and a diamond pin from Mr. Charles Penniman.

Among those present at the reception were Mr. and Mrs. William Mantice, Gen. and Mrs. Alexander Webb, the Misses Webb, Mrs. David Dudley Field, Mrs. Constance Schanck, Mrs. Alexander Van Rensselaer, Miss Van Rensselaer, Mrs. Charles Betts Hillhouse, Mr. H. Le Grand Cannon, Mr. and Mrs. George C. Wilde, Miss McKim, Mr. Hazlett McKim, Miss Schieffelin, Miss Sallie Hargous, Miss Manice, Mr. and Mrs. Philip Rhinelander, Mr. and Mrs. Alexandre, Mr. and Mrs. Robert V. McKim, the Misses Betts, Mr. Benjamin F. Tracy, the Misses Church, the Misses Boardman, Mr. and Mrs. Thorn, Mrs. Newbold Edgar, Miss Helen Anthon, Miss Juliet Morris, Mr. and Mrs. Gibon, Miss Elizabeth Le Roy, Mr. Frederic Gebhard Le Roy, Mr. and Mrs. Lawrence Welles, Mr. and Mrs. Ambrose Kingsland, Mr. and Mrs. David Gregory, and members of the Livingston, Morris, and Bell families.

Miss Cora Dennville Stebbins, youngest daughter of Mr. James H. Stebbins, and Mr. George Edward Dickinson were married in the Madison Square Church yesterday afternoon. The Rev. Dr. Parkhurst, pastor of the church, performed the ceremony. The bride walked up the aisle on the arm of her father, preceded by the bridesmaids and ushers. The groom and his best man, Mr. Charles Dickinson, cousin of the groom, met them at the altar. The bride's gown was white brocade with a long train and long sleeves, fastened to the elbows. It was trimmed with orange blossoms. The tulle veil was fastened with a diadem of diamond stars, the gift of her parents. The ushers were Walter A. Stebbins, brother of the bride; J. Marcel Dickinson, brother of the groom, Dr. Fellows, Mr. Philip Livingston, Roche McEvers Schmidt, and S. T. Gilford. They all wore sweetbrier scarf pins, gifts of the groom. The bridesmaids were Miss Queenie Cabot, Miss Frank Vanderbilt Crawford, Miss Anna Jackson, and Miss Mabel Whitney. They wore Empire gowns of pale yellow silk mull, with blue scarfs, and carried yellow roses. Lace pins in the form of sweetbrier roses with diamond centres were their souvenirs from the bride.

This was the third wedding in Mr. Stebbins's family within four months, the other sons-in-law being Paul Vallois, Paris, and Herr Rucker of Germany.

After the ceremony there was a reception at the house of the bride's father, 20 East Thirty-seventh street. Among the guests were Mrs. Fred Sheldon Schieffelin, Mr. and Mrs. Gerard Mitchell, Miss Hoadly, Mr. and Mrs. George E. Schieffelin, Mr. and Mrs. H. R. Bishop, Miss Schieffelin, Mrs. Fred Cromwell, Miss Cromwell, Mr. and Mrs. John Crosby Brown, Miss Corbin, Mrs. Van Auken, Albert Bierstadt, Prof. and Mrs. Doremus, Mrs. Babridge Parkes, Mr. and Mrs. Julius Catlin, Dr. and Mrs. W. H. Draper, ex-Gov. and Mrs. Hoadly, Mrs. Austin Corbin, Prof. and Mrs. C. F. Chandler, Mr. and Mrs. Morris K. Jesup, Dr. and Mrs. W. H. Jackson, Mrs. John Sherwood, Miss Amy Hoadley, Mrs. Frederick Newlin, Mr. and Mrs. Samuel Sloan, Mr. and Mrs. Lindsey Chapin, Mr. and Mrs. James H. Beekman, Mrs. Fosdick, Mr. and Mrs. C. B. Alexander, Baron and Baroness Fava, Mr. and Mrs. John H. Hall, Dr. and Mrs. Kinnicutt, Mr. and Mrs. A. G. Phelps, Mr. and Mrs. Anson Phelps Stokes, Mr. and Mrs. Adolphus Smedburg, Miss Smedburg, Mr. and Mrs. Leopold Schmidt, Miss Bradhurst, Mr. and Mrs. Charles Bradhurst, Mr. and Mrs. T. B. Gilford, Mr. and Mrs. W. E. Dodge, and Mr. and Mrs. H. A. Coster.

At St. Francis Xavier's church yesterday noon Miss Mary O'Connor, eldest daughter of Thomas O'Connor, was married to Richard O'Gorman, Jr., son of Judge O'Gorman. The ceremony, which was performed by Father P. F. Healy, assisted by Fathers Neal McKinnon, David A. Wallace, and Isidor Dubreuse, was witnessed only by the family. Hundreds of candles lighted up the huge altar, and flowers in profusion filled the church with their odor. There were no bridesmaids. Edward J. O'Gorman, brother of the groom, was best man. The bride was given away by her father. She wore a gown of white corded silk, made in Grecian style, with a girdle, and trimmed with gold fringe and spangles. The sleeves were short, and the corsage cut round and low. The tulle veil was fastened with a diamond bird. She also wore a diamond and emerald necklace, the present of her uncle, M. O'Connor of California, and a diamond pendant, the gift of the groom. After the ceremony there was a wedding breakfast at the house of the bride's father, 12 East Forty-fourth street. In the evening there was a reception at the house. Among those present were Judge and Mrs. O'Gorman, Mr. and Mrs. Eugene Kelly, Mr. and Mrs. Henry Amy, Mrs. H. Lamarche, the Misses Lamarche, Henry L. Hognet, Edward C. Donnelly, Col. and Mrs. O'Beirne, Mrs. Thomas Maitland, Mr. and Mrs. Albert L. David, Mr. and Mrs. J. H. G. Beales, Miss Beales, William Wood, John T. Agnew, Wilson G. Hunt, and Mr. and Mrs. Charles M. Fry. The ushers at the reception were Thomas D. O'Connor, John A. O'Connor, Henry Lamarche, John L. Lamarche, Matthew Lamarche, Richard Werleman, Joseph E. Austin, and Edward J. O'Gorman.

Winters—Clegg.

DAYTON, Ohio, Feb. 28.—Valentine Winters, Jr., and Miss Helen Clegg, members of wealthy families, were married this evening in the Episcopal Church. The wedding presents in silver, gold, and checks aggregated $10,000. John H. Winters the father of the groom presented his two daughters with $50,000 each.

Barry—Post.

LONDON, Feb. 28.—Mr. Arthur Hugh Smith Barry, member of Parliament, was to-day married to Mrs. Arthur Post. The wedding was a quiet affair.

Supervisor O'Brien's Suit for Slander.

Contractor Thomas McCann of Brooklyn offered the lowest bid for the construction of a retaining wall for the reservoir at the St. Johnland farm, but the committee of the Board of Supervisors, which has charge of such matters, managed to keep it from coming before the Board. Mr. McCann alleged that Supervisor O'Brien of the Sixth ward had intimated to him that he could not get the contract unless he "put up something for the boys." Supervisor O'Brien denies that he ever made such a remark, and has begun a suit against Mr. McCann for $25,000 for alleged slander.

The Grand Jury is investigating the manner in which contracts are disposed of by the Board of Supervisors. Supervisor John Y. McKane, who has had a long experience in the Board and who knows all its inside workings, has been examined at length.

Miss Hoey and Car Driver Eagan Disappear.

Katie Hoey, the buxom 18-year-old daughter of John Hoey, who lives in Union street, Newark, is missing from home. John Eagan, the driver of car No. 12 of the East Newark line, is also missing. It is said that Katie and John struck up an acquaintance several months ago while his car was standing on the turnout, which is nearly in front of her father's house, and it is believed that they have eloped.

Needless Rousting of Pavements.

Mayor Grant's recent observation of a large number of fires in the streets built to thaw out the ground preparatory to excavation resulted yesterday in a letter from Private Secretary Thomas C. T. Crain to Commissioner of Public Works H. Lowber Smith, telling him that he must know that these fires destroy the street, to the great injury of the pavements, and that the purpose accomplished by them can be effected by less objectionable means.

Charges Against New Utrecht Democrats.

Members of the regular Democratic organization in New Utrecht, following the example of their Gravesend brethren in the case of John Y. McKane, have preferred formal charges against Cornelius Ferguson, sr., Cornelius Ferguson, jr., Joseph L. Clarke, and Michael J. McGrath, for playing into the hands of the Republicans. If the charges are substantiated the accused men will be expelled from the association.

THE LAST OF A BOLD BUCCANEER.

Funeral of Old "Pop" Lloyd, who Turns Out to Have Been Thomas Winn.

"This is a funeral, but I confess to you that it is one of the most delightful, one of the most inspiring scenes that ever greeted my eyes. I shall go away from this mission a richer man for this experience."

These were the words of the Rev. Wellesley W. Bowdish of the John Street Methodist Church at the old Jerry McAuley Mission, 316 Water street, as he stood over the coffin of Thomas Winn, otherwise known as Capt. William Lloyd, or more familiarly "Pop" Lloyd. A wreath of flowers and a sheaf of wheat ornamented the coffin, and upon it was a silver plate bearing the inscription: "Thomas Winn, alias William Lloyd. Died Feb. 27, 1889, aged 77 years." It is said that "Pop" Lloyd used to be a pirate in the old days of buccaneers.

It was a strange audience that had gathered to pay a tribute of respect to old "Pop" Lloyd. The majority were converts of the mission. The haggard and besotted-looking faces of many told of an acquaintance with vice and rum, and possibly even crime, quite as plainly as they tell it themselves when they relate their experiences at the meetings of the mission. Yet what was equally apparent was a look of genuine grief over the loss of one who had been their friend and favorite. And this grief occasionally found expression in sobs and tears.

Stephen Merritt of the Jane Street Methodist Church said: "I spent the night after Gen. Grant's death with his remains, walking back and forth and looking at him and then upon the face of the dead chieftain who had received all the honors earth could bestow. To-day I looked upon the face of him who lies here silent in death, and I said: 'The Master knows no difference between the two. He recognizes alike the rich and the poor, the chieftain and the beggar.'"

Mr. S. H. Hadley, superintendent of the mission, spoke of "Pop's" character and conversion. One day "Pop" told him that his name was not Lloyd, but Thomas Winn, and he wished him to make his true name known after his death. He had once been Captain of his own vessel, but run was his ruin.

Mrs. Sarah Sherwood, the missionary, told the story of "Pop's" conversion. It was on the evening of June 14, 1884. In the furthest corner of the room she saw a ragged, filthy old man. He

Just before the meeting closed he asked if there was salvation for the wickedest man in New York. They prayed with him and gave him shelter that night. The next day he came again. He wanted a dollar. They gave him one, and soon he came back with two and repaid the one he had borrowed. From that time on he had been a fixture at the mission.

Mr. Bowdish read the funeral services of the Methodist Church, and then those present were invited to look at the remains. Hardy and hardened-looking men paused at the coffin to shed a tear, and aged women stroked the dead face with their hands. The interment will be this afternoon at Maplegrove Cemetery, Long Island.

GOT AROUND TO THE PUBLIC WORKS.

Mayor Grant's Investigation of Gen. Newton's Administration Begins.

The Commissioners of Accounts sent one of their clerks into the Department of Public Works yesterday to begin the annual investigation of the administration of the department. The Bureau of Repairs and Supplies will first receive attention. D. Lowber Smith, the new Commissioner, recently asked for more money for it. Mayor Grant holds that the appropriation of $125,000 is large enough, and it should be made to do. Commissioner Smith says that $139,500 was the amount in the provisional estimates made by Gen. Newton, and that this would have been little enough, as the demands of the Department of Supplies are increasing all the time.

A delegation from the discharged scrub women called at the Mayor's office yesterday to see if he could not do something toward their reinstatement. They did not see the Mayor, but Commissioner Smith was subjected to pressure from various directions in the matter. He reinstated a widow in the Department of Taxes and Assessments on hearing President Coleman's touching description of her distress and he promised to consider the others suspended until he can try to reduce the cost of supplies somewhere and reinstate some of them.

It is believed that Commissioner Smith will try to stick it out against any one who may be appointed by Mayor Grant to succeed him on May 1. He denied yesterday, however, that any preparations for defending the offices are being made, and declared that if a new chain had actually been put on the coal-hole cover he did not know of it.

A New Way to Jump into Wealth.

SPOKANE FALLS, Washington Territory, Feb. 28.—Great excitement prevails at Wallace, Idaho, over the decision of the Secretary of the Interior in the case of Allen agt. Morrill, involving the validity of land located with Sioux half-breed scrip. Wallace was located with this scrip, and a few minutes after the news was received at Wallace of the decision, the entire town was jumped. The Carter House, the leading hotel, was the first property seized. A meeting was held, and a committee appointed to investigate the matter visited the United States Land Office in Cœur d'Alene county and found that it had been located with scrip that had been cancelled. It was agreed that the parties should retain lots with buildings on them, but no one should have more than four lots. Many persons thought to be very rich are beggars while poor people have jumped into wealth.

Large Real Estate Transaction.

CHATTANOOGA, Feb. 28.—There has been consummated in this city one of the largest and most important real estate transactions in the history of the Central South. The Chattanooga Land, Coal, Iron and Railway Company, owning 25,000 acres of land on the north and west side of the river, opposite the city, embracing valuable coal deposits on Walden's Ridge, large iron ores, mines, and immense timber lands, have sold controlling interests to the Boston, New York, and Philadelphia syndicate—the consideration exceeding $1,000,000. The erection of an iron railway bridge across the Tennessee, the building of a railroad to the top of Walden's Ridge, and other extensive improvements will be begun immediately. The purchasers are headed by John W. Candler, a member of Congress from Boston. The syndicate includes a number of well-known New England financiers.

Real Estate Exchange Sales.

No. 37 Ann street, north side, 25 feet 6 inches east of Nassau street, 4-story brick building and lot, 16,9x39, by Samuel H. Buxford, at $26,000.

No. 22 Christopher street, north side, 75 feet west of Waverley place, 3-story brick building and lot, 19x67, and alleyway, sold, C. W. Ketcham, $8,500.

No. 117 East Seventeenth street, north side, 125 feet west of Irving place, four-story brick building and lot, 25x92, George T. Carey, $28,500.

No. 536 West Fifty-fifth street, south side, west of Tenth avenue, five-story double tenement and lot, 25x70, Louis Stern, $15,025.

No. 384 Pleasant avenue, east side, 100 north of 120th street, four-story brownstone dwelling and lot, 16x86, T. S. Ketcham & Smith, $8,500.

Nos. 62 and 64 East 133d street, south side, east of Madison avenue, four three-story brown stone dwellings and lots, each 20x99.11, No. 52, Ketcham & Smith, $23,000; No. 56, $21,000, and Nos. 60 and 62, William H. Kouther, $8,500 each.

No. 97 Pine street, south side, 98 feet west of South street, five-story brick building and lot, 20x41.2, Ferdinand Fish, $8,000.

No. 57 Fulton street, northeast corner of Pearl street, two-story brick building and lot, 49.4x18.6, Ferdinand Fish, $34,000.

Nos. 212 and 214 Broome street, northwest corner of Norfolk street, three-story brick building and lot, 42x75, M. Solomon, $37,100.

No. 2,119 Fifth avenue, southeast corner of 130th street, three-story brown stone dwelling and lot, 20.5x100, C. H. Easton, $23,000.

No. 236 West Fifteenth street, south side, east of Eighth avenue, five-story brick and brown-stone flat and lot, 27.9x103.3, T. Mahony, $38,000.

Court Calendars This Day.

SUPREME COURT—GENERAL TERM.—Recess continued.

CHAMBERS—Motion calendar called at 11 A. M.

SPECIAL TERM—Part I.—No day calendar. Part II.—No day calendar.

CIRCUIT—Part I.—Adjourned until Monday. Part II.—Adjourned for the term. Part III.—Short causes. Nos. 5016, 4830, 4210, 4480, 4453, 4410, 3023, 4189, 4983, 4931, 4978. Part IV.—No day calendar.

SURROGATE'S COURT.—Will of H. De Baum, 2 P. M. No probate calendar.

SUPERIOR COURT—SPECIAL TERM.—Motions. TRIAL TERM—Part I.—Nos. 628, 1172, 770, 1283, 1279.

COMMON PLEAS—GENERAL TERM.—Nos. 17 to 29, inclusive. SPECIAL TERM.—Motions. TRIAL TERM—Part I.—Adjourned for the term. Part II.—Adjourned for the term.

CITY COURT—SPECIAL TERM—Motions.

FINANCIAL AND COMMERCIAL.

New York Stock Exchange—Sales Feb. 28.

UNITED STATES AND STATE BONDS ON $1,000MS.

8 La. con. 4s	87¾	1 Tenn. Set. 3s	72½
14 S. Car. cs. N. F.	44		

CLOSING PRICES OF UNITED STATES BONDS.

	Bid.	Asked.		Bid.	Asked.
U. S. 4½s, r	*107¾	108	U. S. 6s, 1881	120	—
U. S. 4½s, c	109	109¼	U. S. 6s, 1885	122	—
U. S. 4s, r	*127¾	128	U. S. 6s, 1887	125	—
U. S. 4s, c	*128¾	129	U. S. 6s, 1889	128	—
*Ex interest			U. S. 5s, 1891	131	—

RAILROAD AND OTHER BONDS (IN $1,000MS).

5 Atl. & Pac. in	21¾	22	7 Mil. & Nor. 1st, 1910	109¼	—
20 Atl. & Pac. 1st	73	74	8 Mil. & L. S. 1st	121¼	—
2	73¼	—	2	121½	—
10	73¾	—	5	121½	—
15	73¾	—	3 Mil. & L. S. in	104½	—
3 Ch. & O., S. W. m	109½	—	10	105	—
7	109½	—	5	105½	—
1 Chi. & O. m	74	—	1	105	—
2	74¼	—	1 Nor. P. con. c	117⅞	—
48	74¼	—	5	117⅞	—
5 Ch. & Alt. S. f	150	—	5 Nor. Pac. 1st	118	—
5 Ch. R. & Q. deb s	94	—	25 Nor. P. Ter.	40	—
1 C. B. & Q. s. f. ex	124	—	7 Nor. P. & Mon. 1st	104½