GOSSIP OF THE RAILROADS.

NEWS OF INTEREST TO THE PRESIDENT AND THE BRAKEMAN.

The N. Y. Central to Issue $15,000,000 in Bonds—The Question of a Federation of Employees' Organizations to Be Discussed in Chicago—New Departures on Various Lines—Personal Items.

The directors of the New York Central Railroad have authorized the issue of $15,000,000 4 per cent. gold debenture bonds, with interest payable June 1 and Dec. 1, and the principal due in 1905. For several years the company has expended a good deal of its earnings for improvements and equipments, and these expenses have been charged to the operating expenses. So the net earnings of the capital stock have appeared much smaller than otherwise might be expected. An official statement thus explains the new issue:

The object of this issue is to provide for the expenses of the depression of the tracks in the annexed district and those of the Port Morris branch of the Harlem Railroad, and other extensive improvements connected therewith, including the elevation of the Harlem River Bridge and approaches thereto, as may be required by law, the laying of a third track on the Hudson River division from Sing Sing to Spuyten Duyvil, and the depression and elevation of tracks to avoid grade crossings, and the other terminal improvements contemplated during the next two years at Buffalo, and now partly under contract. In addition to the above, contracts have been made for very large additions to the rolling stock and motive power of the company, to meet the increasing requirements of the business.

It is not anticipated that these bonds will all of them be sold, or the proceeds required, under three years. A sufficient amount of them, however, has been taken by Messrs. Drexel, Morgan & Co. to meet the requirements of the current year.

Several public meetings have been held in Newark with a view to asking the Central Railroad of New Jersey to extend its Newark and New York branch through the city and on to an intersection with its main line in the neighborhood of Fanwood. It would open up a valuable section of suburban country, and besides furnish the company with a more direct route to Bound Brook from Jersey City. It has several advantages over the Elizabeth route. The trestle over the Passaic River, nearly a mile long, is avoided, and it is perhaps a mile shorter to Fanwood.

The Newark and New York branch enters Newark over an elevated structure, and it would simply have to be extended to the suburbs on the same plan. There are two small bridges between Jersey City and Newark which Uncle Sam controls, but navigation isn't very brisk at those points. It would have the effect of running most of the through trains via Newark, and Elizabeth would become a way station. This is strenuously opposed by the Elizabethans, and the result may be that they will help to pay for the abolishment of grade crossings in Elizabeth.

The directors of the Central have talked over the project, but they have taken no steps in the matter.

The plan now talked of for changing the tracks of the railroads through Elizabeth, so as to abolish grade crossings as far as possible, is this: The Pennsylvania Railroad is willing to elevate its tracks eighteen feet over Broad street. This isn't high enough, though, for the Central Railroad of New Jersey to construct a second elevated structure under that of the Pennsylvania; so the Central suggests a semi-elevated system. The Central's idea is to keep its present grade crossing at Broad street, where it crosses the Pennsylvania's tracks, and to elevate its tracks in both directions from that point about six feet above all the other street crossings in town. The roadway would have to be lowered several feet below the present grade. Of course, this would still leave for the Central the most dangerous grade crossing at Broad street. The company objects to a tunnel as being altogether too expensive.

There have been statements during the past few days about the Lehigh Valley's new line between Bethlehem, Pa., and Philadelphia, and its strained relations with the Philadelphia and Reading. The Lehigh Valley has sent its cars over the Reading hereafore between the points mentioned. It has decided to break away, and already it has surveyed a parallel to the North Penn road, which now belongs to the Reading. The Lehigh Valley, it is said, has made arrangements with the Pennsylvania by which that company will allow the Lehigh Valley the use of its freight and passenger terminals in Philadelphia. Two surveys of the new road have been made. Both routes are identical from Bethlehem to a point in the vicinity of Doylestown. Thence one survey takes a direct line to Spring Mill, near Conshohocken, on the Schuylkill Valley division of the Pennsylvania Railroad, crossing the North Penn at Pennlyn. The other route runs from Doylestown to Frankford, where it touches the Pennsylvania road and continues to the neighborhood of Cramp's shipyard.

The Lehigh Valley has some old-standing grievances against the Reading road, and the new move, if carried through, will make it a formidable competitor, where it used to be at the mercy of the Reading. A man, who used to be associated with the Reading, said that the Lehigh Valley was very anxious to get control of the North Penn road, and it has felt better ever since the Reading captured the prize. The Reading some time ago superseded the Lehigh Valley in the Erie despatch and this robbed the latter of some lucrative business. When the Allentown Terminal was completed several months ago the Central of New Jersey and Reading roads effected a transfer, which took from the Lehigh Valley the last vestige of business that the Reading was disposed to give it.

The new traffic arrangement for through passenger trains between Chicago and Portland, which the Northern Pacific formed with the Chicago, Milwaukee and St. Paul, has created no little surprise. In view of the recent purchase of the Wisconsin Central by the former. It is looked upon as a black eye for the Wisconsin Central and a too frank admission of its weakness. The Northern Pacific felt that it had to do something to offset the faster time of the Northwestern and Union Pacific, and by an alliance with the shortest line from Chicago to St. Paul it expects to make the best time to the coast. It has been suggested that in the mean time the Wisconsin Central is likely to be straightened out so as to be put more nearly on an equality with the other Granger roads.

The Central Railroad of New Jersey, Philadelphia and Reading, and Baltimore and Ohio Railroads in combination are laying out a good-sized freight yard in Brooklyn, L. I., in North First street. They already have one freight house on the East River at that point, and the additional property will enable them to build a new pier and bridge for unloading cars from floats. Tracks will branch out fanshaped from the bridge into a yard of several hundred cars capacity. There will be room for tracks to drive up between the tracks to load and unload.

Despatches yesterday from St. Paul stated that the Great Northern Railway and the Chicago, Burlington and Quincy are negotiating a traffic alliance which will be perfected when the Northern's transcontinental line is completed to the Pacific coast. Then the numerous lines out of Chicago will have a lively competitor and the transcontinental roads will be put to their trumps. Railroad men here think that the scheme is as practicable as anything that has been mentioned, and the story is quite generally believed.

Marcus C. Hawley of Newtown, Conn., and Joseph Richardson of New York have just returned from a southern trip. At Shreveport, La., they jointly purchased through the United States Court at public auction, last week, the Shreveport and Houston Railroad for $280,000 cash. The same afternoon they were offered by a committee of citizens of Shreveport, headed by officers of the First National Bank of that city, a premium of $65,000 for their purchase, which they declined.

A new passenger depot and telephone station, to replace the depot struck by lightning and burned last Friday morning at Newtown, Conn., will be erected immediately by the Housatonic Railroad.

The general office of the New England Department of the Adams Express Company is now located in the Union passenger station at Bridgeport. It is expected that during the present year the headquarters will be transferred to Boston.

The White Mountain through trains over the consolidated road will be put on in about three weeks.

A new freight depot, 500 feet long, will be constructed at New Haven by the New Haven and Derby branch of the Housatonic Railroad.

The scheme of a new freight line between New York and Boston is being discussed by capitalists in New Haven and Branford. It is proposed to run a line of steamers from New York to Branford, and then transfer all freight to Boston by way of the Shore Line road. H. H. Plant, a wealthy resident of Branford and proprietor of the Plant Steamboat Company, is at the head of the enterprise. In case the plan is perfected, a spur track, a mile long, will connect the railroad and steamboat wharf.

President Roswell Miller of the Chicago, Milwaukee and St. Paul road, speaking about the rate situation, said in St. Paul yesterday:

"The settlement of the present rate difficulties can, to my mind, only be effected by a return to the pooling system in vogue prior to the passage of the Inter State Commerce law. While this system was imperfect, I think it can be established and put in force in such a way as to bring about a permanent settlement of rates. The reason for past dissatisfaction was that the several roads had irregular wars at their command to defeat the purposes of the pool. These are not prohibited by the Inter-State law. I think the law will be amended so that some form of a division of freight traffic will be permitted. The people want stability of rates, which shall be permanent and lasting. It is the fluctuations in rates which bring about more discriminations against certain localities than any other cause. A division of traffic will regulate all these things as to freight traffic. A division of traffic will answer so far as freight is concerned, but for the control of passenger rates we must have a pool. Passengers cannot be diverted as can dead tonnage."

Mayor Davidson of Baltimore has signed the ordinance providing for selling the city's stock in the Baltimore and Ohio Railroad to the syndicate represented by President E. F. Bacon at par. This action was not unexpected. Since the withdrawal of the New York firm from the field the bidders had everything their way. The Mayor had announced that he would withhold his signature until he was certain there would be no other bid made, and this afternoon he came to the conclusion that the Bacon syndicate was the only one willing to take the stock at par.

Finance Commissioner Spence said that he had all the time favored the sale of the city's holdings in the road to the Bacon syndicate, and he was fully convinced that this was the best price that could be obtained.

Mr. Spence characterized as absurd the report that the Bacon syndicate is backed by Jay Gould, and said the fact that Mr. Bacon is President of the Baltimore and Ohio Southwestern Railway Company shows that the members of the syndicate are friends of the present management.

The main object in offering to buy the city's holding is to eliminate the political element in the road. The Mayor and City Comptroller use sums of money to bring the road and its equipment up to the highest state of efficiency. The 52,500 shares will be transferred by the close of the present month and on the first of July the seven directors will withdraw. This leaves only four directors in the Board in addition to the twelve directors representing the shareholders. Two of these will go out as soon as the preferred stock is transferred, and when the amendment to the Constitution providing for the sale of the stock in the Washington Branch is adopted by the people next fall the outside element will be completely eliminated from the Board.

A Chicago despatch says the Lake Shore and Michigan Southern made a large number of reductions in eastbound freight tariffs yesterday to meet rates made by the Chicago and Grand Trunk, National Despatch, and Canadian Pacific. The rate on dressed beef was reduced from 45 to 42 cents from Chicago to New York and Boston. This was the first time since the war in dressed beef rates that New York rates were affected. Lard in tierces and pork in barrels from Chicago to New York was reduced from 25 to 23 cents, and to Boston from 30 to 28 cents. Cattle rates from Chicago to New York and Boston were reduced from 26 to 24 cents. All the Central Traffic lines met these rates. The Canadian Pacific claims that it had to make the same rates as are made by the Chicago and Grand Trunk and National Despatch, and a different rate was accorded to the two latter by the Central Traffic Association. When the Canadian Pacific makes the same rates as the differential rates in effect on the Chicago and Grand Trunk and National Despatch, the Lake Shore meets them on the ground of making the same rates as are made by the "outside competition." It is considered more than probable that war will occur in Eastern passenger rates soon.

A Chicago despatch says: In accordance with the agreement of the Presidents of the Western railroads passenger rates were restored yesterday to the basis in effect prior to the beginning of the rate war. Fares were advanced from $8 to $10.50 to St. Paul and Minneapolis, from $3 to $12.50 to Omaha and Kansas City, and from $6 to $7.50 to St. Louis. On account of the Burlington, tickets issued to a Mr. Scott of St. Louis making a round trip of $2 between St. Louis good until June 16, the competitors of that road will make a special excursion rate of $2 for the same period.

The demands of the freight conductors, baggagemen, and brakemen on the Union Pacific road for increased wages, less mileage, and more crews were granted yesterday.

All trainmen are looking forward with interest to the annual session of the Supreme Council of the United Orders of Railway Employees, which will be held in Chicago on Monday, June 16. It will be important, from the fact that propositions are likely to be submitted for the improvement of the existing system of federation, with a view to getting the Brotherhood of Locomotive Engineers to join.

The agreement entered into by the management of the Ohio and Mississippi Railroad with the Brotherhood representatives in settling the grievances of the engineers and firemen contain some interesting points. Besides the increase of pay it was agreed that thirty days' notice should be given by either party of a desire to change the main features. No fines shall be imposed upon engineers for loss or breakage of tools or rolling stock; the right to regular engines or runs shall be governed by seniority and capacity in road service on respective divisions; the list of extra men shall not be increased as long as the extra men can do the work, and if an engineer or fireman is suspended or discharged he shall be entitled to a fair trial, and if he is exonerated he shall be reinstated and shall be paid for lost time.

Grand Secretary E. V. Debs of the locomotive firemen estimates the numerical strength of the different railroad organizations as follows: Brotherhood of Locomotive Engineers, 20,000; Brotherhood of Locomotive Firemen, 18,000; Brotherhood of Railroad Trainmen, 16,000; Switchmen's Mutual Aid Association, 6,000; Brotherhood of Railroad Conductors, 2,000. The last four bodies are federated, and number 42,000 in all. Mr. Debs thinks this is an argument to show that the engineers should join the federation. The Order of Railway Conductors, which he omitted, has just come out in favor of strikes, and will undoubtedly join the union. This will add about 1,100 more to the federation, making 54,000, if Mr. Debs's figures are correct. It might be added that the Brotherhood of Engineers claims 27,000, and probably the strength of the firemen is a little exaggerated.

"Steve" Navin, the baggage master of a Peekskill local, who has been connected with the New York Central longer than any man except Superintendent of Motive Power William Buchanan, has been referred to by President Depew in addresses oftener than any one else on the road. In a recent speech Mr. Depew said that the railroad man of the old times lived in two rooms, but the one of to-day is more likely to buy a house and lot. Then he referred to two men in the company's service, one of whom owned six and the other four houses in Peekskill. In the course of twenty years he said they would own half Peekskill. Navin is one of these. He has been a railroad man forty-one years, most of this time on the Central.

Brakemen F. H. Hagan, W. Roberts, H. E. Marshall, and W. Greenaich have been acting as conductors on the New York Central. Hagan and Greenaich have charge of Croton locals, and the other two run on the city locals between the Grand Central station and Thirtieth street. Walter Bradley, who was conductor of a Croton local, has been promoted to a through run.

The Central Railroad of New Jersey has put on a special daily train for the benefit of the employees of the Singer Sewing Machine Company, at Elizabethport. It goes down about 5 P. M., and when the works shut down the workmen have a grand rush for seats in the cars. It is for those living in Elizabeth. One train wouldn't carry a quarter of them. Some take regular trains and others walk.

Headquarters for the railroad men in the Sixtieth street freight yard of the New York Central have been opened in the roundhouse, opposite seventieth street. Two stalls were partitioned off and furnished. The relaxation in charge keeps coffee on hand day and night, and the men get it for cost—three cups for five cents. Cornelius Vanderbilt tried the coffee one day and congratulated the men upon their enterprise.

These agents have been appointed by the Central Railroad of New Jersey: Howard Hunnemer, night ticket agent at Plainfield; John Roe, night ticket agent at Elizabethport; Charles H. Walling, Port Monmouth; Gerald Carmichael, Forked River; W. E. Handy, Monmouth Beach; F. D. Woodruff, Keyport; N. F. Lane, Elmer; H. F. Rogers, Landisville, and C. S. Burke at Bradway.

A feature of the new time table of the West Shore, which goes into effect in a few days, will be a late sleeper to the Catskills on Saturday night. People can reach their berths as late in the evening as they like, since the train won't pull out until about 1 A. M. It will arrive in time for breakfast. There will be a corresponding train south on Sunday nights.

Benjamin Hurst, the Pennsylvania engineer, who died several days ago at Port Jervis, had probably seen more years of continuous service than any other engineer in the country. He was at it fifty-one years, and he said shortly before his death that he had never had a month's vacation. He was 71 years old, and was strong and vigorous up to six months of his death.

The business of the Central Railroad of New Jersey at Westfield has increased enough to warrant the appointment of an additional agent. F. R. Pennington, the present agent, will continue in charge of the freight business. Hiram Dilts is the new day ticket agent and Horatio F. Dankle the night man.

The Pennsylvania Railroad is experimenting with a shaking grate on its freight engines, and the result is said to be satisfactory. An engine equipped with a grate ran over five days without clogging, and the fire continued brisk. No blower was needed.

The latest recruits to the Wagner palace car conductors out of New York are J. R. Cox, John Tracy, Morgan Edwards, A. H. Lloyd and I. H. Pemberton. The last two used to be in the Pullman service. Eight or ten more have been engaged to start in on June 23, when the summer schedule takes effect.

The third track on the Hudson River division of the New York Central is being rapidly pushed between Spuyten Duyvil and Sing Sing. Four hundred men are at work on it in several sections, and it will be completed this year. They expect to have it down as far as Yonkers within two months.

The "relief fund" of the Pennsylvania Railroad is no small affair. Last year it is said that the employees contributed $377,461 and the company $70,100, making a total of $447,561. Of this $343,569 was paid out.

The building and loan association of the railroad men connected with the New York Central is in good condition, considering that it has been in existence only a few weeks. There are 120 members, and the first loan has just been made at a premium of $50 a share.

Three new conductors were recently appointed by the Central of New Jersey. W. J. Rogers has charge of a Dunellen and Roselle train; G. T. Hodge has a Somerville train, and Edmund Tell a Dunellen and Easton run.

G. A. Warburton and W. A. Morrill make an interesting periodical of the monthly paper published by the railroad men's association connected with the New York Central.

It is said that the Union Pacific has just appropriated $20,000 for the establishment of railroad men's club buildings in the Rocky Mountains. There are already several flourishing organizations of the kind in the same region, and the new work is by recommendation of General Manager Holcomb.

Charles W. Coleman, formerly relief agent of the Mohawk and Hudson River divisions of the New York Central, has become general despatcher in the freight yards at Albany and Karner's.

Mr. Dudley Farlin, general traffic manager of the Delaware and Hudson Railroad, who was recently elected President of the Albany railroad men's club, is starting a movement to get a building for the association.

B. F. Carson, baggage master at the Powelton avenue station of the Pennsylvania Railroad in Philadelphia, has been promoted to ticket examiner at that point.

There is a successful railroad men's club at Dewitt, on the New York Central, where the big freight yard was recently laid out. The men have just paid for a new building.

It is said that over 15,000,000 tons of freight were hauled last year by the New York Central. Nearly 4,000,000 tons were coal and coke.

Work has begun on a fine stone passenger station at Tarrytown, to be 100 feet long. It will be similar to that at Dobbs Ferry, but will be larger, and there will be a park in front.

The trainmen of the Central Railroad of New Jersey are fitting up association rooms in the depot at Communipaw. The club has just been organized.

Two new passenger agents on the West Shore road are C. S. Judson for the Catskill region and J. W. Reynolds to represent the Jersey coast.

A. S. Ostrander, one of the best known conductors of the New Haven road, is serving as train despatcher at the Harlem River station during the racing season.

The Train Despatchers' Association of America will hold its third annual meeting at the Odd Fellow's Hall in St. Louis on June 10.

The Master Car Builders' Association will meet at Old Point Comfort on June 10.

The annual Convention of the Railway Yardmasters' Association will be held in Kansas City on June 11.

A BROOKLYN BOY WON.

Paddy Brennan and Mike Leary Have a Rattling Go.

BUFFALO, June 9.—Paddy Brennan of Brooklyn and Mike Leary of this city fought a rattling fight before the Travellers' Club to-night, in which the Buffalo man was knocked out in seventeen rounds. Jerry Donovan was chosen referee. Billy Baker was behind Leary, and Tim Hartnett did the honors for the Brooklyn lad. Brennan weighed 168 and Leary tipped the beam at 161 pounds. The fight was to a finish, with three-ounce gloves.

When time was called at 10:20 the club room was literally packed. The men did some tall slugging the first four rounds, in which Brennan acted afraid and clumsy, and Leary getting much the best of things. Leary put a big hood on the Brooklyn boy's eye in the fourth round. This infuriated Brennan, and he went for his man tiger fashion. He had the best of the next four rounds. He got in several telling body blows and some hard ones on Leary's face.

In the eighth round Brennan secured the first knock down. He gave Leary a vicious right-hand swing, and the Buffalo boy went down like a log. The ninth and tenth rounds were fierce and furious, but in the eleventh Brennon gained another point by again knocking his opponent down. Leary brieed up in the twelfth and for a minute it looked like a knock-out for him.

In the fourteenth round Brennan rushed Leary and knocked him down three successive times, amid great excitement. The fifteenth and sixteenth rounds were quite tame, not a blow being passed. The seventeenth settled things. Brennan struck Leary another right-handed swing that sent him to earth for the sixth time. This was what won the battle for Brennan, for Leary failed to stand when time was again called, and the fight was awarded to Brennan. The purse was for $250.

SPRECKELS'S SUGAR MONOPOLY.

It Is Smashed by an Order of Court—Sugar Takes a Tumble.

SAN FRANCISCO, June 9.—Claus Spreckels's little sugar monopoly which he has enjoyed since February has been knocked out by a Supreme Court decision that restores the American Sugar Refinery to Havemeyer & Elder of New York. When this firm bought the refinery last year suit was brought at Spreckels's instigation to forfeit the charter of the refinery, because it had been purchased by the Sugar Trust. This charge was denied by the New Yorkers, who declared that they bought it for themselves.

A receiver was appointed, however, and an order made revoking the charter. The defendants filed an appeal, but despite the prohibition issued by the Supreme Court, the lower court ordered the Sheriff to put the receiver in possession. Then Havemeyer & Elder appealed to the Supreme Court, arguing that the receiver was guilty of contempt of court. This case was heard, and to-day the Supreme Court granted the appeal, issuing a peremptory order for the receiver to turn the refinery over to its owners.

The result was that 10,000 barrels of sugar were suddenly dumped on the market to-day, relieving the sugar famine which has prevailed here for weeks, and knocking the price of granulated sugar from 7¾ to 6¾ cents a pound. Wholesale grocers were instantly called and hundred-barrel orders came in to the refinery office on the jump. When the news was telegraphed East fresh batches of orders poured in.

The refinery, which has been idle over three months, will start up at once on 12,000 tons of crude sugar received yesterday. The only people whom the decision doesn't please are the Spreckels family, who have coined money out of their monopoly.

Camp of Instruction.

ALBANY, June 9.—General orders No. 17, issued by the Adjutant-General to-day, change the time of the tour of duty at the camp of instruction assigned to the Sixty-ninth Regiment from Aug. 10 to Aug. 23.

Troop A, mounted, is detailed for duty at the camp for the week commencing July 13.

Details for a tour of duty at the camp, each consisting of one sergeant, two corporals, one bugler, and twelve privates, will be made by the commanding officer of the Second Battery from July 5 to July 12 and from Aug. 2 to Aug. 16, of the Third Battery from July 12 to July 26, and of the First Battery from July 26 to Aug. 2 and Aug. 16 to Aug. 23.

Col. Alexander S. Bacon is detailed as commanding officer of the Third, Fourth, and Fifth provisional battalions from Aug. 2 to Aug. 16, and of the Sixth, Seventh, and Eighth provisional battalions from Aug. 9 to Aug. 16.

The following officers are detailed for duty at the camp this season: As inspectors, Brig. Gen. Thomas H. Barber and Col. Thomas F. Morrath; as Post Adjutant, Inspector of Drills and Paymaster, Col. Frederick Phisterer; as Assistant Post Quartermaster, Assistant Post Commissary, and Assistant Post Ordnance Officer, Col. Joseph J. Story; as Inspector of Drills, Capt. Fred L. Holmes of the Twenty-third Regiment; as Instructor in Guard Duty, Capt. N. S. Thurston of the Twenty-second Regiment, and as Assistant Post Adjutant, Capt. John S. Shepherd of the Twenty-third Regiment.

Assorted Salvation Army Troops.

Fifteen hundred people learned what the Salvation Army is doing in India and Ceylon and saw natives of those countries in their flowing robes and bare, dusty feet on the platform of the Young Men's Christian Association building, at Twenty-third street and Fourth avenue, last night. Commissioner Booth-Tucker (Fakeer Sing) spoke. Capt. Kontabella, Cingalese, with handsomely chiselled features and a wonderful heat of black hair, sang a Salvation Army song in his native language, and Lord Ratna Pala, a plump, bright looking young man, formerly ex-Buddhist priest of Ceylon, said through an interpreter that he formerly taught there was neither God nor devil, and that he joined the salvation Army because its religion seemed a happier one than his. The last speaker was Lieut. Abdul Aziz, a converted Mohammedan.

Lynchers Indicted in South Carolina.

COLUMBIA, S. C., June 9.—The Lexington Grand Jury to-day brought in a true bill against F. C. Caughman and Fred. C. Taylor for the lynching of Willie Leapheart in last last month. Solicitor Nelson will have five lawyers against him for the defence. Indictments will also be handed in to-morrow against G. L. Graham and W. J. Miller for subornation of perjury.

ACCUSES HIS SUPERIOR.

LIEUT. PATTESON'S STORY OF THE RIFLING OF HIS LOCKER.

An Investigation of the Trouble in Company D of the Seventh Regiment Begun Before a Court of Officers Last Night.

The trouble between Capt. Austin E. Allen and Lieut. Thomas A. Patteson of Company D, of the Seventh Regiment, was subjected to a long inquiry last night in the Seventy-first Regiment Armory, before a court composed of Brig.-Gen. Fitzgerald, Col. Austen of the Thirteenth Regiment, Major Duffy of the Sixty-ninth Regiment, and Major Van Duzer of the First Brigade, who acted as Judge-Advocate.

The trouble between the two officers occurred during a riot drill on Dec. 2, 1889. Lieut. Patteson was not present at the drill held the week before, and Capt. Allen, in order to enable him to catch up, lent him a pamphlet describing the intricacies of the drill. This pamphlet was the property of Col. Appleton, and when Capt. Allen discovered that Lieut. Patteson had gone home without returning the book, he opened the Lieutenant's locker in search of it. During this search, Lieut. Patteson charges, Capt. Allen abstracted from the pocket of his blouse a package containing two letters, a petition, and a list of names, all of which had been written by Capt. Allen and sent or given to Lieut Patteson.

The latter said at the time that in 1887 Capt. Allen had received a check from a man named Abram Earle to pay some regimental expenses, and that the Captain had the check cashed by a man named Herman Gerker, and that he had used the money for his own purposes. The Lieutenant said that the petition referred to set forth the Captain's high character, and that the letters requested him to circulate the petition among the members of the company whose names were on the list.

The Lieutenant was represented last night by Assistant District Attorney Dos Passos, William Ringgold, the colored servant of Company E, swore that he saw Capt. Allen open Lieut. Patteson's locker and lift some papers a short distance out of the pocket and then drop them back again. Lieut. Mussman swore that he was standing at Capt. Allen's side when the latter opened the locker and searched the shelves for the pamphlet. "Ringgold," he said, "suggested that the Lieutenant's pockets should be searched, but Capt. Allen said he would not put his hand in any man's pocket, and immediately locked the door again."

Mr. Dos Passos asked the witness whether he had drank anything on that night. "Lieut. Mussman hesitated, and the question was hotly pressed.

"Well, I drank a seltzer lemonade," said the Lieutenant.

Lieut. Patteson tried to explain what the contents of the documents were, but he was not allowed to do so. "You are permitted by courtesy," said Gen. Fitzgerald to Mr. Dos Passos, "to appear here as counsel and I wish to assure you that you can take exceptions, and the case can be reviewed by the Commander-in-chief."

Then Mr. Dos Passos began taking exceptions. He made so many attempts to spread upon the records the character of the missing documents that Gen. Fitzgerald finally told him sharply that he would not admit evidence that cast aspersions upon the character of an officer unless it was first shown upon good presumptive evidence that its admission was necessary. Mr. Dos Passos finally got in a question which enabled Capt. Allen to deny that he remembered having written to Lieut. Patteson in reference to a petition.

Sergts. Vedder, Connolly, and Richards corroborated Capt. Allen's testimony. Both sides rested, and Gen. Fitzgerald announced that the court stood adjourned until next Wednesday morning.

BOURGOGNE OR BURGUNDIA?

The Steamship the Anchoria Passed 200 Miles Out from the Hook.

The Anchor line steamship Anchoria, which got in yesterday from Glasgow, reports that she passed at 5 o'clock on Sunday afternoon, about 200 miles east of Sandy Hook, a French steamship, heading west, and proceeding slowly. As La Bourgogne left this port on Saturday morning, bound for Havre, the Anchoria's report gave rise to the impression that she had broken down, and was returning to New York.

Mr. A. Forget, the general agent of the French line here, asked the Anchor line for more information about the Anchoria's report. Capt. Redford and the chief officer of the Anchoria called at the office of the French line and said that they saw La Bourgogne, or a vessel they took to be her, about five miles away. She was under sail and had her head to the wind, which was west southwest. They did not say whether she was under steam or not. She displayed no signals indicating that she was disabled.

Mr. Blanchard, the passenger agent of the French line, said that if the steamship seen by the Anchoria was La Bourgogne, she had probably hove to to fix some trifling derangement of her new machinery.

It is suspected that the steamship the Anchoria saw may have been the French steamship Burgundia, from Marseilles, which got in last night. She proceeds slowly, and was probably proceeding slowly about where the Anchoria saw her on Sunday afternoon. She does not look very much like La Bourgogne, however, being much smaller and brig rigged.

A TALK WITH BISMARCK.

He Says Too Many People are Educated for the Higher Walks.

LONDON, June 10.—A correspondent of the *Daily Telegraph* has had an interview with Prince Bismarck. The Prince declared that no concession to the Nihilists was possible. Over-education had led to much disappointment in Germany, but in Russia it had led to disaffection and conspiracy.

There were ten times as many people educated for the higher walks as there were places to fill. Further, education was making pedantic theorists and visionaries unfit for constitutional government.

It would be madness to put such men in authority. Russians do not know yet what they want; they must therefore be ruled with a rod of iron.

Referring to the labor question, the Prince ridiculed the idea that workmen would ever be contented, because, he said, the rich are never contented.

He spoke strongly against any dictation as to hours of labor and against the usurping to the rightful authority of parents over their children.

The Sayreville Riot Recalled.

NEW BRUNSWICK, June 9.—B. Hendrickson, superintendent, and Michael Hussey, contractor for the Raritan River Railroad Company, were to be tried to-day on an indictment for the murder of a Dane at the Sayreville riots which took place two or three years ago. Their counsel, Senator Edwards, asked the prosecutor to be allowed to retract the plea of not guilty and put in one of non-vult of manslaughter, and begged the court to inflict a fine instead of imprisonment. The change was allowed, and the Court after saying the prisoners were only technically guilty, fined them $1,000 each and costs. The money was paid and the men were released.

The trial of Brick Manufacturers W. F. Fisher and C. F. Bogart in connection with the same case for wilful trespass, was postponed.

Pauline Hall as Amorita.

BALTIMORE, June 9.—Brooklyn, New York, Philadelphia, and Washington contributed many of the flower pieces that were passed to the stage of Harris's Academy to-night, compliments all to Pauline Hall, who appears for a short season as *Amorita* in the comic opera of that name. She received a most cordial welcome. Her voice was not her only charm to-night, nor her eyes her only sparkle. Diamonds shone everywhere—from finger, throat, ear, and hair. The audience was so large that the management announced there were no seats left to give away. Pauline was in fine voice. It was announced to-night semi-officially that next year she will have her own opera company.

Ex-Alderman Pierce Injured.

James Pierce, who was once an Alderman in Jersey City, but who now lives in Paterson, started to go from Jersey City to Paterson last evening. He got on the wrong train, and did not discover the fact until the conductor came through the cars collecting tickets. The train was then at Henderson street, and was going quite rapidly. Pierce jumped up and running out of the car leaped off the train directly in front of an eastbound train, the engine of which knocked him down. He fell between the tracks. His right arm lay across a rail, and was cut off. He was also injured internally. He was taken to St. Francis Hospital. His injuries are dangerous.

Miss Ainsworth Leaves the Casino.

Miss Edith Ainsworth, who made her debut in "The Brazilian" at the Casino, is no longer in the cast of the new opera. Grace Golden, the niece of Detective Golden, took her place in the performance last night. It was stated yesterday that Miss Ainsworth had been offended by the cutting down of her original part in the opera, and had resigned. Manager Aronson said that the role was not changed, but that he had received a notice from Miss Ainsworth that she was dissatisfied, and he allowed her to withdraw.

Run Down by a Ferryboat.

The ferryboat Susquehanna of the Erie Railroad, while coming into her slip foot of Chambers street, at 8:30 o'clock last night, ran down a row boat containing a man who was drowned. The name "Grajeshot, pier 42, N. R.," was painted on the stern of the boat.

Durell—Kendall.

BOSTON, June 8.—Ensign Edward H. Durell of the United States navy and Miss Annie H. Kendall were united in marriage in the Congregational Church, Hyde Park, to-night.

ROYAL BAKING POWDER
Absolutely Pure.
A cream of tartar baking powder. Highest of all in leavening strength.—U. S. Government Report, Aug. 17, 1889.

CLEVELAND'S BUSY PEN.

Col. Taliferro is Making the Most of One of the ex-President's Effusions.

BIRMINGHAM, Ala., June 9.—E. T. Taliferro of this city to-day received a letter from ex-President Cleveland. Taliferro was Chairman of the Committee on Platform in the recent Democratic State Convention. The first plank of the platform is as follows:

"We reaffirm our fealty and unfaltering allegiance to the time-honored principles of the Democratic party, as promulgated by Jefferson, defended by Jackson, and maintained by Grover Cleveland."

A copy of the platform was sent to Mr. Cleveland by Taliferro, and it was the forecoing plank that brought out the following reply:

"NEW YORK, June 5, 1890.

"*E. T. Taliferro, Esq.*

"MY DEAR SIR: I desire to express my thanks for the newspaper account of your State Convention and a statement of its platform. It was very thoughtful in you to give me the opportunity to know so fully what the Alabama Democrats are doing. Yours very truly,

"GROVER CLEVELAND."

The letter is in the well-known handwriting of the ex-President. Col. Taliferro is one of the leading Democratic politicians of the State, and will try to carry a solid Cleveland delegation to the next National Convention.

EL RIO REY WILL RUN NO MORE.

He Will Probably be Sent to California to Enter the Stud.

ST. LOUIS, June 9.—After making a thorough examination of El Rio Rey, a veterinarian advised Mr. Winters to take the unbeaten champion out of training at once, and it is now understood El Rio Rey will be shipped shortly to California to enter the stud. The authority who pronounced to-day on his ailment says none of his owes need worry over prospective meetings with this great crack, and that El Rio Rey has run his last race.

For $4,000 cash and $1,000 future winnings, W. W. Frazer of Cynthiana, Ky., has sold to J. T. Williams, Eminence, Ky., and the Bushford Union Stables, Julia Magee, ch. f., 3, by Springfield, dam Bradleeva by King Alfonso. By running second to English Lady in the Latonia Oaks, Julia Magee now takes rank as among the best three-year-old fillies in the West.

Chicago's Big Stock Yards to be Sold.

CHICAGO, June 9.—Everything now points to the transfer to an English syndicate of the big Union Stock Yards in this city. One of the highest officers of the company said to-day the only thing that can prevent the transfer is the withdrawal of the offer by the English capitalists. By far the greater number of the owners look at the proposition with favor, and are willing to part with their holdings at the terms offered in the offer of the London company, to which the stock of the yards will undoubtedly pass, was first made known officially to the smaller holders through President Thayer's circular. The large stockholders who live in Eastern cities have known of the offer for some time and favored it from the first, although the proposition from the same syndicate was rejected.

Fully 80 per cent. of the stock of the stock yards is held in New York and New England. Some of the Eastern stockholders are said to have already filled out their contracts and returned them to President Thayer.

OBITUARY.

Thomas Devereaux Watson, once an equestrian of note, died in this city recently. He was born in England in 1846 and served his apprenticeship with Emidy, the English circus owner. In 1864 he came to this country with S. B. Howe's show. Fred. Edwin, Jeannette, and Lucille Watson are of the same family, and all are or were in the circus business.

Gen. Pedro Joaquin Chamorro, ex-President of Nicaragua and leader of the Conservative party, died at Granada on June 7. He was buried on Sunday afternoon with military honors. The President of the republic and the members of his Cabinet attended the funeral.

Frederick Schwendler, Vice-President of the Germania Insurance Company of New York, died at his summer home on the Orange Mountains late on Sunday afternoon. He was 70 years old. The funeral will take place from his residence to-morrow morning.

Mrs. E. A. Hartshorn, wife of the prohibitionist lecturer, died suddenly at Provo, Utah, today, while en route for Troy. Her mother was found dead in bed in Troy on Friday last.

Seth Marvin of Southport, Chemung county, died on Monday of pneumonia, aged 81 years. He was born, lived all his life, and died on the same farm, where he will also be buried.

Two of the oldest residents of Redding, Conn., died on Sunday: the Hon. Lemuel Sanford, aged 74, ex-Senator and Judge of Probate, and Alanson Crosby, aged 75, a retired farmer.

The funeral of Edmund A. Kollmyer is to be from his home at 396 Clermont avenue, Brooklyn, on Wednesday morning; not from St. John's Chapel.

Herr Wedell Malchoff, a member of the Reichstag and of the Prussian Diet, died in a fit to-day while dining with Minister von Boetticher.

Thomas J. Windsor one of the oldest residents of Auburn, N. Y., died on Sunday, aged 75 years.

He Thinks Marriage a Failure.

From the St. Louis Republic.

FORT WORTH, Texas, June 6.—Henry Selber, aged 13, has a wife of 14, obtained from her father on a contract that she was not to be worked in the field. Henry is a well-to-do planter, and claims the divine right to beat his wife whenever he sees fit, quoting for his authority from the Bible: "If thy right hand offend thee, cut it off." Whenever Henry's food was not cooked to suit him he thrashed his wife. Yesterday he ordered her to go to the cotton field with his negroes. She refused to go, and he beat her. She returned to her father to-day and filed suit for divorce.

A Purse Offered for a Race Between Hanlan, Teemer, and Gaudaur.

BOSTON, June 9.—On June 27, at the Point of Pines, there is likely to be a three-cornered single scull race between Hanlan, Teemer, and Gaudaur. Manager Charles H. Thayer of Weld to-day announced his willingness to offer a purse of $1,000 for those three oarsmen to contest for, and if they so desire to let the winner take all. The distance proposed by Mr. Thayer is three miles, with three turns, and the race must be rowed on its merits.

Where Yesterday's Fires Were.

A. M.—2:15, 1,674 Third avenue, Richard Dorsey's saloon, damage $15.

P. M.—6:45, 511 East Sixth street, explosion of gas pipe, damage $25; 7:55, 61 Maiden lane, L. W. Manchester's store, damage $25; 8:24, Third avenue and One Hundred and Twenty-second street, fruit stand, damage $5.

Senator's Neice and Dramatist Weds.

WASHINGTON, June 9.—Lettitia Aldrich,