THE GREAT DEAL ANNOUNCED

THE BIGGEST RAILROAD COMBINATION EVER EFFECTED IN THIS COUNTRY.

Reading Leases the Lehigh Valley and Jersey Central, and Gets Control of the Delaware, Lackawanna and Western, Becoming Master of the Anthracite Coal Situation—A Coal Combination with the Voting Power in the Hands of Drexel, Morgan & Co., who Represent or Are Friendly, at Least, to Vanderbilt Interests—Means Millions to the Coal Roads.

The details of the great deal between the anthracite coal-carrying and coal-producing railroad companies were officially announced yesterday by Mr. J. Pierpont Morgan of the firm of Drexel, Morgan & Co. A coal combination, or as some call it, a trust, has been formed by enough of the roads to control the output and prices, regardless of what the other companies may say. Mr. Morgan, however, in describing the arrangement did not use the word "trust."

The deal was effected, first, by the lease of the Lehigh Valley Railroad and Central Railroad of New Jersey to the Philadelphia and Reading Railroad at a guaranteed rate of interest, or, rather, what amounts to the same thing as a lease, as will be explained later; secondly, by the acquisition of enough of the stock of the Delaware, Lackawanna and Western Railroad to control that company, and make it subservient to the coal combination. These are the principal railroads in the consolidation. It was said that other coal railroads, including the Delaware and Hudson and Pennsylvania coal interests were included, but these are not necessary for the control of the coal trade, and a reporter obtained information yesterday that they were as ignorant of the deal as the public until it was announced.

As a consolidation of the leading anthracite coal railroad companies it is a mammoth deal. Mr. Morgan yesterday called it the greatest railroad deal that had ever been effected in this country. But many people have construed it to mean far more. They look upon it as the crowning achievement of the Vanderbilts. The idea is that they to-day control the Philadelphia and Reading system through Drexel, Morgan & Co., and hence the Vanderbilts, through the Reading's latest deal, will now dictate the policy of the Jersey Central, Lehigh Valley, Delaware, Lackawanna and Western, Poughkeepsie Bridge system, and, in fact, all the various lines which are embraced in the new coal consolidation. Hence the Vanderbilts have the anthracite coal situation in their hands, and furthermore, they will be able to pursue a vigorous policy that will be humiliating to the Pennsylvania people, and will really place the latter at the footstool of the Vanderbilts.

How much of this elaborate theory is true will appear further on. It is true that the deal will be of inestimable value to the Vanderbilt lines. New alliances are promised which will bring the Vanderbilt roads into new territory, and, if they do not really control the Reading's now enormous system, their influence with it is so powerful that they will derive practically the same benefits.

The official statement that was made yesterday by Messrs. Drexel, Morgan & Co. was as follows:

"The Philadelphia and Reading Railroad Company has secured by lease or similar arrangement control of the Lehigh Valley Railroad Company and the Central Railroad Company of New Jersey. The Reading guarantees on the Lehigh Valley stock dividends at the rate of 5 per cent. per annum until July 1, 1892, 6 per cent. for one year afterward, or until July 1, 1893, and 7 per cent. per annum after the latter date. The excess of earnings, if any, above 7 per cent. will be divided equally between the Lehigh Valley and the Reading companies until the Lehigh Valley receives 10 per cent. dividends. The surplus above such 10 per cent. will then go to the Reading.

"The Reading guarantees on the Jersey Central stock 7 per cent., all excess over and above that figure to be divided equally between the Jersey Central and Reading companies.

"There will be one central agency or sales department. As these companies control about 75 per cent. of the competitive traffic, the importance of this combination to the coal trade is obvious. The increased profits to be expected from this coalition will come, not through any extortion, but out of the economies to be introduced."

Drexel, Morgan & Co. said that it was "by lease or similar arrangement" that the Reading controls the other companies, as it is contrary to the laws of Pennsylvania, and, as a matter of fact, the agreement as signed on Tuesday night in Philadelphia is that the Reading shall place in trust with Drexel, Morgan & Co. securities enough to cover the amounts needed each year to pay the dividends on the Lehigh Valley and Jersey Central Companies, which it guarantees. This, it is said, will amount to $2,500,000 or more. By the arrangement the stock of the Jersey Central and Lehigh Valley held by the coal syndicate, which is sufficient to control those companies, is deposited in escrow with Drexel, Morgan & Co., who vote the proxy in the interest of the syndicate, and nominate a controlling number in the several Boards of Directors.

It is understood that the management of both the Lehigh Valley and Jersey Central companies will be subservient to the Reading management, and any changes suggested by the latter will be made in the Boards of the former two companies. President McLeod of the Reading will be the ruling spirit of the entire system. It might be added here that Mr. McLeod took a leading part in engineering the deal, although Drexel, Morgan & Co., of course, also had a good deal to do with it. The deal was carried out, it is said, mainly through the Philadelphia house of the Drexels, and Mr. J. Lowber Welsh had something to do with it. But, as heretofore stated, the control of the entire combination of roads and coal properties is placed in the hands of Drexel, Morgan & Co., and Mr. Morgan has as much to say about it as anybody.

As for the Delaware, Lackawanna and Western Railroad, the syndicate saw that that company was a necessary factor in order to control the coal situation, and the only feasible way to bring this about was by stock control. President Sloan is known to be opposed to consolidations or trusts, and, lest the scheme might fail through an effort to effect a lease of that road also to the Reading, it was decided to be more feasible to acquire a stock control. This explains the extensive buying of Lackawanna stock during the past few days. Mr. Sloan is said to have been ignorant of the real character of the deal or he might have tried to forestall it.

The Vanderbilts, as well as friends of the syndicate, have also been heavy buyers of Delaware, Lackawanna and Western stock, and which of the two parties have control is a question. But, on the theory that the Vanderbilts really control the entire consolidation through Drexel, Morgan & Co., it doesn't matter much. The syndicate, it is said, has enough stock to dictate to Mr. Sloan, so that the Lackawanna will act in harmony with the combination. It was reported yesterday that there were likely to be numerous changes in the Lackawanna directory to suit the Reading and Vanderbilt interests.

Those who are interested in big figures estimate the capitalization of the coal interests, exclusive of bonds and junior mortgages, at upward of $300,000,000. The coal roads include, besides the Reading, Jersey Central, Lehigh Valley and Lackawanna, which are parties to the deal, the Delaware and Hudson, New York, Susquehanna and Western, Pennsylvania Coal Company, Erie and New York, Ontario and Western. But three of the roads in the combination, the Reading, Jersey Central, and D., L. and W., have a joint output of between 70 and 80 per cent. of the total anthracite coal. The outstanding capital stock of the four railroad companies in the deal is as follows:

Reading	$39,000,000
Lehigh Valley	40,000,000
New Jersey Central	22,412,000
Delaware, Lackawanna and Western	26,250,000
Total	$127,012,000

To get control of the Reading would require nearly $20,000,000 of stock, which at 80 would cost only $12,000,000. It is calculated that it takes less than $25,000,000 to control all four companies, and this puts the syndicate in a position to revolutionize the coal trade if it sees fit.

While there will be a great curtailment of expenses from the adoption of the joint agency plan of conducting the coal busines, and hence a corresponding increase in the revenue of all the companies in the deal, as explained by Drexel, Morgan & Co., it is conjectured that there will be some advance in price. Even if it were not more than 25 cents a ton it would mean a big increase in revenue to all the companies, those out of the pool as well as those in it, and the new deal will place prices on a firm basis. Rate wars in coal are now a thing of the past. An officer of the Erie was quoted as saying that it would mean an increase of $3,000,000 per annum to his company on coal business.

The idea that the Vanderbilts are really back of the Reading deal, and will dictate its policy, comes from the fact that Drexel, Morgan & Co. is commonly regarded as a Vanderbilt house. Vanderbilt representatives have regularly denied that they wanted a hand in the Reading management. But it is said that there will be new and important alliances between the Reading system and the Vanderbilt lines. The Vanderbilts do not care to arouse the animosity of the Pennsylvania, as would probably happen if they admitted that they had an interest in the Reading. There is a mutual understanding that neither shall trespass upon the territory of the other. The Pennsylvania so far has kept out of New York State, and the Vanderbilts have not encroached upon Pennsylvania, except for coal business, since the South Penn project. The Vanderbilts still own that charter, but it is held in abeyance. It may be used at any time as a threat. It was reported that the Pennsylvania had agreed to the Vanderbilt control of the Reading on condition that the South Penn project be dropped or turned over to the Pennsylvania Company. There is no truth in the rumor.

The indications are that the Vanderbilts will make arrangements for a through route to the South and Southwest, via the Reading and allied roads, and in this way they will be in a position to compete with the Pennsylvania in a comparatively new field. A party of Vanderbilt officials went South a month ago to look over the ground.

PHILADELPHIA, Feb. 10.—President McLeod of the Reading said in regard to the coal deal: "The arrangements that have been on foot for some time, designed to place the coal producing and carrying interests upon a more stable foundation, have been completed. The primary object has been to secure more economical management in the coal trade by avoiding expensive selling agencies and heavy commissions, so that, while coal will not cost any more to the consumers, the coal producers and carriers can get better results and secure profits by saving expenses. The combination and complex agreements heretofore made have been generally found inadequate to accomplish the object sought, as the binding force was insufficient.

"The 'voting trust' now holding the stock of the Philadelphia and Reading Railroad will shortly expire, and the control of the stock of that company has passed already into hands that are friendly to the present Reading management. The Reading has by lease acquired control of the Lehigh Valley Railroad. A corporation in the State of New Jersey, the Port Reading Railroad (which is under Reading management), has by lease acquired control of the Central Railroad of New Jersey. This practically places in my hands the conduct of the affairs of the Reading, Lehigh Valley, and New Jersey Central railroads, and also (through the latter) the Lehigh and Susquehanna Railroad of the Lehigh Navigation Company.

"The great benefits of the new arrangements are obvious. In addition to the splendid Reading terminals, now constructing in Philadelphia, the Reading will acquire the magnificent terminals of the Lehigh Valley and New Jersey Central in the New York harbor. Through the Lehigh Valley's new Western extension there will be provided a direct route to the lakes at Buffalo, with a spacious terminal there. The benefits thus accruing through the encouragement of competitive merchandise traffic between the great West and Philadelphia by lake and rail, as well as by the Northern all-rail routes, will be of great advantage to the city. They will tend to carry out in the fullest degree and under the most capable management, for foreign as well as local trade, the ideas long urged by our enterprising merchants.

"In the carrying on of the coal trade the saving in commissions, agency expenses, and the economies of the traffic under the new arrangements are expected to reach several millions of dollars annually, divided among the various railroads interested. When it is further known that the Delaware, Lackawanna and Western Railroad has passed into hands that are friendly to the Reading management, the investing public will recognize that the arrangements will tend to harmony in the coal trade, and to saving unnecessary expenses and promoting economies throughout the various railway systems concerned, will make more stable values for coal company securities without adding to the cost of coal to the consumer.

"The financial arrangements herein outlined have the active support and cooperation of A. J. Drexel, J. Pierpont Morgan, and J. Lowber Welsh, and also of J. Rogers Maxwell and George F. Baker of the New Jersey Central management. The latter gentlemen and their friends have become the largest holders of Lackawanna stock."

President McLeod intimated that he would surround himself with a strong organization to assist in conducting the business of the great aggregation of railways, and for this purpose would select some of the best men in the various roads now coming under his charge.

M., K AND T'S ST. LOUIS LINE.

There Seems to be no Doubt that it is Interested in the New Project.

ST. LOUIS, Feb. 10.—The announcement that the Missouri, Kansas and Texas system would be extended to St. Louis, is verified by the fact that articles of incorporation were filed last evening with the Secretary of State at Jefferson City. The certificate of incorporation is issued to the Missouri, Kansas, and Eastern Railway Company of St. Louis." This company has a capital stock of $4,500,000, and is formed for the purpose of constructing, operating, and maintaining a line of standard guage railroad from the town of Franklin, in Howward county, through the counties of Howard, Boone, Calloway, Montgomery, Warren, St. Charles, and St. Louis to the city of St. Louis, 180 miles. Franklin is a village opposite Booneville, and the proposed road is to furnish the St. Louis inlet for the Missouri, Kansas and Texas Railway.

The first Board of Directors is composed of the following well-known business men of St. Louis: E. C. Simmons, George D. Dana, S. M. Kennard, Louis C. Nelson, L. B. Tebbetts, Christian F. G. Meyer, Stephen A. Gore, James B. Case, Thomas H. McKittrick, Eugene F. Williams, D. D. Walker, Marcus Bernheimer, and Ellis Wainwright.

The line of the Cleveland, St. Louis and Kansas City, which is in operation from St. Charles to Hamburg, seventeen miles, and which is graded several miles beyond, will be acquired by the new road, and it will run through a portion of central Missouri which as yet has not been traversed by any railroad.

Horace F. Burroughs, Jr., to be Tried on March 10.

Assistant District Attorney McIntyre moved yesterday in the General Sessions, before Judge Martine, that a day be fixed for the trial of Horace F. Burroughs, Jr., a dealer in lumber at 23 Beaver street. Burroughs was arrested in November, 1888, charged with forgery and grand larceny in the first degree. The complainants against Burroughs are Middleton & Co. of 60 New street, who claimed that they bought pine lumber of a superior quality from Burroughs and that inferior lumber was delivered, and a forged lumber inspector's certificate accompanied it.

Judge Martine set down the trial for March 10.

A Thief's Letter to Those He Robbed.

PITTSBURGH, Feb. 10.—On Sunday night the residence of J. D. Barr on Wylie avenue was robbed of a pocketbook containing $20 in cash and a check for $50. The family was not aware of the robbery until Monday afternoon, when a special delivery letter was sent to Mr. Barr. It read:

"PITTSBURGH, Feb. 8.

"Mr. ——.

"I enclose the papers, including the pocketbook, as they were of no good to me. I saw a watch on the sideboard in the room, but I didn't take it for the reason that it had initials on the case. I entered your house through the coal hole on the front street which you left open. Be more careful next time. Yours,

"F. ROBINSON."

Ex-Gov. Thayer Booming Town Lots.

KANSAS CITY, Feb. 10.—Ex-Gov. Thayer of Nebraska, who abdicated on Monday in favor of Gov. Boyd by order of the United States Supreme Court, passed through this city yesterday. Upon the side of the car in which he is travelling was a flaring banner, reading in letters a foot high:

"Gov. Thayer and party, en route for Laporte, Texas."

There was no "ex" before the word Governor. Laporte is a young but ambitious town only forty-two days old, and is being boomed by Mr. Thayer.

Serious Accident to Mr. James Couch.

CHICAGO, Feb. 10.—James Couch, owner of the Tremont House and one of Chicago's oldest settlers, met with an accident to-day that will probably cause his death. While trying to board a street car he fell. A heavy truck was close beind Mr. Couch, and before the horses could be stopped the wagon had passed over the old gentleman, crushing the left leg and cutting off the fingers of the right hand. Mr. Couch is 91 years of age, and has been a leading citizen of Chicago since 1836.

Daughters of Rebecca Poisoned.

ELDORADO, Kan., Feb. 10.—Forty people were poisoned at the regular monthly meeting of the Daughters of Rebecca on Monday night. At the meeting refreshments were served. It is believed the poison was administered in the coffee. None of the cases will prove fatal. How the poison came to be placed in the coffee is a mystery.

Through Car to California, via New Orleans.

The seventh through Pullman palace buffet sleeping car between New York and San Francisco will leave New York, by Pennsylvania Railroad, at 2 P. M., on Monday, Feb. 15, going via Cincinnati and New Orleans. Unequalled service. No extra fare.—*Ads.*

A CENSUS OF HALLUCINATIONS.

The Psychical Research Society Suspects There's Such a Thing as Subconsciousness.

A meeting of the New York section of the American branch of the Society for Psychical Research was held last evening in the Law Building of Columbia College. The room was so crowded that many people with invitations were unable to gain an entrance. Prof. William James of Harvard University presided, and Dr. J. H. Hyslop of Columbia College acted as secretary. The programme consisted of an address on the "Census of Hallucinations," by Prof. James, and a report of some experiments in so-called automatic writing which was read by Dr. Richard Hodgson of Boston, the Secretary of the American branch of the society.

Prof. James said that the census of hallucinations was now being taken in all parts of the world where branches of the society exist, to ascertain in a scientific way how many people saw visions, heard imaginary voices, or had experiences outside of the generally explained laws of nature. Of nearly 6,000 people who have already answered his questions, considerably over 500, or about eleven per cent. announce that on one or more occasions they have been subject to definite hallucinations.

Dr. Hodgson read reports of cases where persons had written communications controlled by some force wholly without their consciousness and containing information of which they were ignorant. In answer to a question asked from the audience, Dr. Hodgson said that extended investigations had convinced many members of the society that there was a sub-conscious or spiritual side of the mind which had means of knowledge and communication wholly apart from the ordinary consciousness.

At the close of Dr. Hodgson's address an aged man, with long gray hair and an old-fashioned frock coat, invited himself to the platform and volunteered an address to the audience.

"I have heard a great deal of talk about this so-called subconsciousness and automatic writing," he began, "but what we want is witnesses. I began the study of this subject in 1843, and I have investigated every case of every kind I ever heard of. I wish to tell you what I myself was witness to three weeks ago."

Then the gray-haired gentleman, who afterward said he was William McDonald, a sculptor, of 160 West 133d street, went on to tell in great detail how a slate had been closed with a small piece of pencil in it and placed under a lady's feet, where a supernatural message was scratched in plain hearing. Prof. James interrupted him once or twice to suggest that the hour was growing late, but Mr. McDonald kept on enthusiastically to the end of his story, and demanded in a triumphant tone, turning to Mr. Hodgson:

"Where is your sub-consciousness now?"

Tumultuous applause greeted the aged gentleman when he retired to his seat. Dr. Hodgson said there was not time to enter into a discussion of slate writing, but Mr. McDonald had been deceived by clever sleight-of-hand, which had been thoroughly explained in a publication of the society's.

PRINCIPAL COOPER HOLDS ON.

Eleven of the Thirteen Teachers and All of the Students Stand By Him.

ERIE, Feb. 10.—The situation at the Edinboro State Normal School is growing more complicated. Principal J. A. Cooper, whom the trustees have failed to oust, is backed by eleven of the thirteen teachers and by the 300 pupils. To-night, when the trustees refused to give Prof. Cooper a speedy public trial or withdraw the charges, the students appointed a committee to arrange for their admission to other State normal schools in western Pennsylvania. The charges which the trustees make against Prof. Cooper is that he took $1,800 from the safe of Isaac K. Reeder, the financial manager. They claim that the money was taken from time to time, running through several months; that the trustees watched nightly for months, and then hired as a detective Frank Boyd, a well-known ball player. Boyd was introduced to a student at sport two months shadowing Cooper day and night.

The trustees have circulated the allegations against Cooper and still refuse to prosecute, Prof. Cooper will proceed at once to compel his accusers to make good their charges or suffer the consequences.

Dredgers Dine in Jersey City.

The Atlantic and Gulf Coast Dredge Owners' Association, which is the official title adopted by the men who dig the mud out of all the rivers and harbors in this country, had its ninth annual banquet last night in the Hotel Washington in Jersey City. The long table in the large dining room had been decorated by Florist John Reid, under the direction of the proprietor, Frederick Linn. Thomas Potter sat at the head of the table with Mayor Cleveland of Jersey City, Mayor Haines of Newark, ex-Congressman William McAdoo, and Col. Charles W. Fuller on either side of him. One hundred and fifty guests sat down to the table. Among them were L. Y. Schermerhorn, President of the American Dredging Company; P. J. Boumerhuis, of Syracuse; Frank B. Collins, of Wilmington, Del., Isaac Albertson of Philadelphia, Thomas P. Moylan, Jr., of Washington, Isaac T. Brown of New York, J. H. Line, Dr. Wallace of the Newark Board of Health, A. T. Morris, Joseph Cummings, Frank A. First, President of the Baltimore Dredging Company; Lemuel J. Fokes, P. Sanford Ross, C. H. Loomis, President of the Atlantic Dredging Company; Richard Hurley of Brooklyn. Speeches were made by Thomas Potter, Mayor Cleveland, ex-Congressman McAdoo, Col. Fuller, Clarence W. Francis, and others.

Driver Walker Again Examined.

John Walker, the youthful driver of one of the mail vans from which the seven pouches of letters were stolen on the way to Hoboken, and who was arrested by the Post Office inspectors on the charge of having deserted the mails, had an examination before Commissioner Shields yesterday. Commissioner of Accounts Wahle appeared for the boy. Walker said he had been a steady driver for three months. He was broken in by old drivers, he said. Before he got a regular wagon he was sent out with old drivers. They always got down off their wagons on the ferryboats and went into the cabins to make out their reports. The company did not instruct the drivers to remain on their wagons until two days after the robbery. Then a notice was posted in the stables threatening the drivers with instant dismissal if they left their wagons.

Commissioner of Accounts Wahle scored the Post Office inspectors for their action against the two drivers, which did not characterized as shameful. Driver O'Keefe was present, but no examination was held in his case. It was agreed to make the one examination do for the two. Commissioner Shields will decide in a day or two whether the boys can be held on the charge or not.

Hebrews and Gentiles at Odds.

Among the 175 workmen of the Norton Can Company at Whitestone are 25 Russian Hebrews. On Thursday of last week there was trouble between some of the Hebrews and Gentile workmen, who accused the Hebrews of working for wages under the scale and thus causing the discharge of Gentiles. Several arrests were made and the case came up yesterday before Justice McKenna at Whitestone. On Tuesday a committee of the Hebrews called on Coroner Levy and he went to Whitestone yesterday to appear for them. Superintendent Frank Wiley of the works told the Coroner that the company had only one wage scale and that the Hebrews were among his best workmen. Lawyer Barrett for the defendants asked for a continuation, to which Coroner Levy agreed on condition that the Gentiles would agree to let the Hebrews alone. The case will come up on March 3.

Still Seeking Money from Brewer Eichler.

Nikolaus Eichler has brought suit in the United States Circuit Court against John Eichler, the brewer, for $10,000 damages. On Nov. 10 last Nikolaus Eichler was arrested on a charge of extortion. Brewer Eichler made the complaint. It appeared that Nikolaus's mother believed that Brewer Eichler was her husband. She married an Eichler in Germany years ago and he deserted her. Brewer Eichler complained that Nikolaus wrote him letters demanding recognition and money. The Grand Jury failed to indict, and Nikolaus was released after having spent seven weeks in jail. He lost his job, and hence the damage suit.

Twenty-five Feet of New Hull.

The Atlas line steamship Alene arrived on Tuesday from Belfast twenty-five feet longer than she was when she sailed hence several months ago. She usually plies between New York and Haytian ports, and her transatlantic voyage was a novelty, and was made solely to have twenty-five feet of new hull put in her amidships at the yards of McIlvaine & McCaul, Belfast. She now measures 310 feet over all.

Johnstown Raising Money for Russian Sufferers.

JOHNSTOWN, Pa., Feb. 10.—The Russian relief fund here now amounts to $700. The probabilities are that this sum will be doubled. The feeling is strong among the citizens to do as they have been done by.

THE LARKIN-NELSON FIGHT.

Westchester Democratic Leaders Strive to Bring About Harmony.

At the suggestion of Senator Charles T. McClelland and other conspicuous Democrats of Westchester county the two factions in the town of Ossining got together on Tuesday evening at the office of Justice John W. Gibney, in Main street, for the purpose of harmonizing discordant elements. Both Messrs. Larkin and Nelson, the heads of the two factions, were present. Three propositions to Mr. Nelson were made in the interest of harmony on the part of the Larkin side. The first was that they would give the Nelson faction one-half the delegates and one-half of the Town Committee. This was refused by Mr. Nelson.

Then the Larkin men offered to divide the town into districts and elect three delegates from each district to form the Town Committee, with one at large to be the County Committeeman, the delegates in each district to elect a delegate to the conventions. This also was refused.

Finally Mr. Larkin offered to withdraw if Mr. Nelson would do the same. This Mr. Nelson also refused to do.

Mr. Nelson submitted only one proposition and would listen to no other. It was this: That the delegates to the Town Committee should be elected by districts, but that a majority of the delegates so elected should approve the delegates to the conventions and nominate town officers. Mr. Larkin's objections to this were that the delegates might all be appointed from one district, and the others have absolutely no voice, and that it would continue one man power just as much as at present, and the fighting would not cease, but be carried to the various districts instead of to the one caucus as at present. In other words, it would not bring about harmony. Mr. Larkin, while opposed to the proposition now, because the time was too short to put it in proper operation, agreed to favor it for future caucuses, provided it was submitted to a vote of the people for ratification at the approaching caucus. Mr. Nelson's reply was "Now or never."

As Mr. Nelson would make no concessions, the meeting adjourned sine die, leaving Ossining politics in as unsatisfactory a situation as ever. Democrats throughout the county are anxious to see this bitter fight ended.

PHILIP BURNS SUSPENDS.

He Owed $160,000 to S. V. White & Co., But Had No Contracts on the Stock Exchange.

The suspension of Philip Burns, with estimated liabilities of about $400,000, was announced on the Stock Exchange just after noon yesterday. He has been a member of the Exchange since 1869. Of his liabilities $160,000 was due to S. V. White & Co., and it is this debt which brought about his suspension. His debts are said to be all of long standing, but all his creditors are personal friends, who were not disposed to press him for settlement. When S. V. White & Co.'s affairs were made public, however, Mr. Burns's debt to that firm became known, and it was said yesterday that the President of the Exchange requested his suspension after having waited some time for voluntary action.

W. H. Granberry & Co., of 19 New street made Mr. Burns's comparisons and cleared his stocks for him. He had no contracts on the Exchange. His assets are said to be purely nominal.

Arsenic in Things of Every Day Use.

BOSTON, Feb. 10.—The report of the State Board of Health, in pursuance of the act of last year relative to arsenic in any paper, fabric, or other material, was transmitted to the Legislature to-day. Dr. William B. Hills, who made the analysis, found that out of 1,018 samples, collected in twenty cities and towns, 389 contained arsenic in appreciable quantities. Dr. Hills says that about 3 per cent. of the papers manufactured to-day contain more than one-tenth of a grain of arsenic to the square yard, against 30 per cent. ten years ago. Between 60 and 70 per cent. of the papers sold in the State are free from arsenic, while about 6 per cent. contain more than one-twentieth of a grain per square yard. Dr. Hills speaks of the "unglazed" papers in toy shops and in nearly all the kindergarten schools, and says most of them are highly arsenical. Paris green is also found in cardboard used for tickets, price cards, &c.; also in colored tissue papers.

Sixty per cent. of cotton fabrics analyzed were non-arsenical, while 18 per cent. contained more than one-tenth of a grain of arsenic per square yard.

The Woburn Schoolgirls will Continue Gymnastic Exercises.

WOBURN, Mass., Feb. 10.—The girls of the high school will continue their gymnastics without corsets, knowing that the exercises have been approved by the leading physician of the town. The doctor, who visited the school, saw some simple movements, consisting of movements to induce circulation and for expanding the chest. The girls wore an exercise suit consisting of a skirt of navy blue with a loose waist. When asked to give his opinion of the exercises, the doctor said: "If conducted properly, and provided the girls are in good health, no doubt the exercises are beneficial. But the interval between the lessons, which come only once a week, is too long; I think it would be better if they came oftener."

One of the pupils said she had objected only to the backward movements.

Dr. Von der Hoya Acquitted of Smuggling.

SAVANNAH, Feb. 10.—Several months ago Treasury Inspector Charles H. Traittour journeyed to Savannah and seized $15,000 worth of musical instruments alleged to have been smuggled into this country through the New York Custom House by Dr. Von der Hoya. Yesterday a jury in the United States Court returned a verdict against the Government. The Government claimed that Dr. Von der Hoya made a practice of smuggling musical instruments for the last two years by making false affidavits in New York. An investigation will follow in the New York Custom House, as the inspector swore positively on trial that sixteen large boxes supposed to have contained the instruments were passed without examination at that port of entry.

To Patrol the International Boundary.

EASTPORT, Me., Feb. 10.—Capt. Pratt of the Dominion steamer St. Nicholas reports that two men, Silas Mitchell and Charles Lank of Campobello, N. B., have been commissioned by the Dominion Government as special guardians of the international boundary line passing through this harbor, particularly that part where the seizures of American fishing boats were made last summer by the Canadian fisheries cruiser Dream on Cochran's Ledge fishing grounds. The men are uniformed and armed, and will patrol the fishing grounds in a rowboat provided by the Government.

Rewarding a Brave Captain.

LONDON, Feb. 10.—Agent Rhodes of the Cunard steamship line went on board the North German Lloyd steamship Spree at Southampton to-day and presented Capt. Willigerod of the Spree with a gold watch and chain, in behalf of the directors of the Cunard Company. The watch contained an inscription saying that it was presented in recognition of the humanity and ability shown by Capt. Willigerod in rescuing the passengers and crew of the Cunard steamship Abyssinia in December last, when the Abyssinia was on fire in midocean. Mr. Rhodes spoke of the act as one tending to cement the natural friendship of the two kindred nations of Germany and England.

Capt. Willigerod was unable to say much, but disclaimed any special credit, saying he had done no more than his duty. Agent Rhodes also handed the Captain £200 to distribute among the crew.

Big Coal Strike in Great Britain.

LONDON, Feb. 10.—There is a general strike in the coal district to-day. Every coal porter is out on strike because employers recently hired scab labor. At one coal depot alone over 10,000 men are out, and the coal business is at a standstill. The weather is warm, which is a very lucky thing for those who have not a good supply of fuel on hand. Both sides are stubborn, and there is no telling how long the strike will last. No disturbances have yet been reported.

The Elder May Yet Be Saved.

LONDON, Feb. 10.—The cargo of the steamship Elder is now almost discharged. Four wrecking steamers have been unloading the Elder, and if the present fine weather prevails for another day the entire cargo will have been transferred to Southampton. Several maritime experts have visited the Elder and give it as their opinion that the Elder's hull is not damaged as much as was at first thought, and that she can be floated when lightened by the removal of her cargo.

Trains Overwhelmed by Avalanches.

VIENNA, Feb. 10.—The great snowfall in upper and lower Austria during the winter having been followed by warmer weather, the railways are greatly troubled by avalanches, which interfere seriously with the traffic. In one instance a train was early buried in an immense fall of snow, and the passengers suffered severely before the obstruction could be removed.

IN THE HOUSE OF COMMONS.

The Inability of Parliament to Specially Legislate for Ireland.

LONDON, Feb. 10.—In the House of Commons this afternoon Mr. Thomas Sexton, member from West Belfast, gave notice of an amendment to the address to the Crown setting forth the alleged inability of the Imperial Parliament to legislate for the special interests of Ireland, and giving as instances of this inability the failure of the Local Purchase act of 1891.

Mr. William Johnston, member for South Belfast, and Mr. Thomas Wallace Russell, member for the South division of Tyrone, presented petitions from East Belfast praying that the seat of Mr. Edward S. W. De Cobain, the member from that division, who is absent from England, owing to the fact that a warrant for his arrest, on the charge of grossly immoral conduct, has been issued, be declared vacant.

Mr. James Brice, member for the South Division of Aberdeen made inquiry as to the present state of the negotiations between Great Britain and the United States in regard to the Behring Sea dispute, and also asked for information as to the state of the negotiations between Great Britain and France and Newfoundland in connection with the fisheries misunderstanding.

The Right Hon. James Lowther, Parliamentary Secretary of the Foreign Office, promised Mr. Bryce that full papers on the subjects he had asked about should be forthcoming.

Mr. Lowther added that he was glad to say that a complete agreement had been arrived at between the United States Government in regard to arbitrating the Behring Sea matter, and that Italy, France, and Sweden would shortly be asked to appoint arbiters.

During the day a circular from Mr. De Cobain was handed to the members of the House of Commons enclosing the statutory declarations of his accusers, and saying that his health is such as to prevent him from submitting to the strain of a criminal trial. He also says that it appears that all the members support the motion demanding that the Government furnish information supporting the charges against him, and adds that if the warrant is withdrawn, and his health permits, he will submit to be examined.

SERVICES IN THE TABERNACLE.

Large Crowds Listen to Eulogies of Mr. Spurgeon.

LONDON, Feb. 10.—The coffin containing the body of the late Rev. Charles H. Spurgeon still rests in the Metropolitan Tabernacle. It is covered with flowers, upon which is the open Bible that was so often read by the late pastor in his pulpit. The religious services in the Tabernacle to-day commenced at 11 o'clock. The building was packed with people of all classes and conditions. The Rev. T. Angus delivered a most impressive address, recalling the history of the Tabernacle and the good work done through and by it. The speaker warmly eulogized the departed pastor.

The Rev. Mr. Pierson read a letter from the widow, praying that the people's faith should not fail, and saying, "He is not here, he is risen;" and that not for one moment would she wish him back again, "though dear to her than tongue can tell."

Secretary Harrold said that the last message of Mr. Spurgeon to his brethren was, "Love to all friends."

The service at the Tabernacle this afternoon was almost exclusively for ministers and students. The building was again crowded. Dr. MacLaren delivered an address in which he fervently commented upon the life and work of Mr. Spurgeon. Canon Fleming followed with an eloquent eulogium of the dead man.

THE IRISH CAUSE.

An Aggressive Policy to be Pursued by the Parnellites.

LONDON, Feb. 10.—The Parnellites are preparing to pursue an aggressive policy toward the Government. This was determined upon in yesterday's meeting for the election of a Chairman. There will be no opposition to the Local Government bill, so far as it concedes rights similar to those enjoyed in Great Britain, but the Tories will be made to understand that the measure is not a sufficient answer to Irish demands, while the pardon of the dynamiters and other concessions are to be earnestly and vigorously urged.

The *Standard* this morning says that it is rumored that Mr. John Dillon, M. P., was proposed as leader of the majority of the Irish Parliamentary party, but was withdrawn because a majority of the McCarthyites present gave it to be understood that they would not vote for him. The *Standard* intimates that Mr. John Redmond, Parnellite leader, formally declined to consider any terms which would bring about a union of the two Irish factions unless Mr. Timothy Healy, M. P., who heaped so much abuse upon the late Charles Stewart Parnell, was expelled from the McCarthyite faction.

A SPY IN GERMANY.

He Is Caught with Secrets of the New Improved Rifle in His Possession.

BERLIN, Feb. 10.—A sensation was created in military circles here to-day by the receipt of a despatch from Augsburg, Bavaria, announcing the arrest of a spy, said to be an officer in a foreign army. The stranger was taken to the nearest watch house and searched. He was found to have been successful in stealing one of the new and most improved rifles of the German army. The lock and other important parts of the weapon were found sewn in the clothes worn by the prisoner. It is understood that the military authorities will deal in the most severe manner possible with the spy in order to show others of his class what they may expect should they venture into Germany.

The new laws against foreigners are now thought to be not stringent enough, and steps may be taken shortly to make them more severe.

A DISABLED STEAMER TOWED IN.

The Edam's Boatswain Instantly Killed by a Blow From a Broken Hawser.

LONDON, Feb. 10.—The British steamship Bracadale, which sailed from Cardiff on Jan. 14 on a tramping voyage for New York and South American ports, was towed into Plymouth to-day by the British steamship Parkmore, which left Boston on Jan. 28 for London. A fierce gale struck the Bracadale in midocean, breaking her shaft. The Dutch steamer Edam, which left New York on Jan. 23, took the Bracadale in tow on Feb. 4. A gale was raging, and the hawser connecting the two steamers broke, the rope in its rebound striking with terrific force the boatswain of the Edam, killing him instantly. The storm prevented the Edam from again taking the Bracadale in tow, and the disabled vessel tossed about in the ocean until the 7th, when the Parkmore came along and sent a hawser aboard.

Rochefoucauld—Mitchell.

PARIS, Feb. 10.—The civil marriage of Miss Mattie Elizabeth Mitchell, daughter of Senator Mitchell of Oregon, to Duke François de la Rochefoucauld, was celebrated to-day at 3:30 P. M. The Comte de la Valette, Colonel of the Duke's regiment of Chasseurs d'Afrique, and the Duke's cousin, Duke de la Roche Guyon, were the bridegroom's witnesses. The Hon. Whitelaw Reid and Baron de Struve, the Russian Minister at Washington, were the witnesses for the bride. Only the relatives of the bride and bridegroom were present. The bride wore a gray silk dress with a gold capote trimmed with dark feathers, and a sable boa. The religious ceremony will take place at noon to-morrow in the Church of St. Clothilde.

The London Stock Market.

From Our Special Correspondent.

LONDON, Feb. 10.—For the first time in many years American stocks were carried over at rates no higher than those charged by the banks for loans, showing a very reduced bull position and a large bear account. The banks charged 3½ to 3 per cent. for fortnightly advances, and contangoes ruled about 3, with special demands for Readings and Louisvilles at lower rates. There is said to be a large short interest in the latter stock for Liverpool houses, who are on the short side, to recover, if possible, losses made in the cotton market. Erie seconds and Pennsylvanias have been largely bought for investment on the basis of the recent coal deal.

Notes of Foreign Happenings.

The Empress of Germany is suffering from influenza.

A despatch from Rio Janeiro announces that the Minister of the Interior has resigned.

Dr. Metzger is applying the massage treatment to Xenia, the daughter of the Czar, who has been troubled with curvature of the spine ever since the railway accident at Borki.

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AMERICAN AND EUROPEAN PLAN.

WM. B. EARLE & SON, PROPRIETORS.

OBITUARY.

Sir James Caird, K. C. B., F. R. S., the noted agriculturist, died yesterday. He was born at Stranear in 1816 and was educated at Edinburgh. In 1849 he published a treatise on "High Farming the Best Substitute for Protection," which attracted much attention and which went through eight editions. In the same year he visited the south of Ireland and made an elaborate report on the condition of the country. During 1850 and 1851 he conducted an inquiry into the state of English agriculture, and his letters on that subject were published in a volume which was subsequently translated into the French, German, and Swedish languages, and was republished in the United States. In 1858 he published an account of a visit to the prairies of the Mississippi Valley, many translations of which appeared on