

THE MONETARY CONFERENCE.

AMERICAN DELEGATES SUBMIT A PLAN. SUGGESTING THE UNRESTRICTED COINAGE OF BOTH GOLD AND SILVER AND THE FIXING OF A RATIO BETWEEN THEM—THE DEBATE.

Brussels, Nov. 25.—The International Monetary Conference resumed its sitting this morning. The proposals made by the American delegates to the Conference at yesterday's session were printed in parallel columns, one in English, the other in French, and were today distributed among all the delegates, each receiving a copy as he entered the conference room. The proposals substantially are:

It is generally admitted that a very large depreciation of silver as compared with gold, and frequent violent fluctuations of gold and the price of silver incident thereto, have been injurious to the commercial and other economic interests of all civilized countries, and have caused and are causing serious evils and inconveniences to trade, the full extent of which cannot yet be measured. It is the unanimous opinion of the people of the United States that the establishment of a fixed parity of value of gold and silver, and the full use of silver as a coin metal, upon a ratio fixed by agreement between the great commercial nations of the world, will greatly promote the prosperity of all classes of the people. They, however, are not unaware of the fact that public opinion in some other countries whose co-operation in a successful movement is most desirable is not fully in accord with the American views of the practicability of such an agreement. They believe that a sentiment in favor of a larger use of silver is steadily growing throughout the world and that the time is propitious for holding an international conference to consider the subject.

The Government of the United States, while frankly disclosing its own views of the proper remedy to be applied, does not wish to impose any conditions that will embarrass any Government willing to confer on the question of the most advantageous relation of silver to the value of gold. The Government of the United States, for these reasons, proposed a convention and determining what means, if any, should be taken to increase the use of silver as money. The United States delegates, in conformity with the general purpose of the Conference, submit the following resolution:

"That, in the opinion of this conference, it is desirable that means be found for increasing the use of silver in the currency systems of the nations of the world.

"In presenting, as requested, a further program, the delegates of the United States consider it due to other Nations that an opportunity be afforded them to consider plans other than those favored by the United States. It is our desire and expectation that the Powers represented submit proposals looking to this end. We desire that these proposals shall have precedence in discussion.

"In addition to other plans that may be presented we submit the following, which are suggested by recognized authorities: First, the plan which Mr. Torrey proposed at the Conference of 1881; second, the plan of Professor Seubert; and lastly, our own plan.

"The Government of the United States believes that the re-establishment and maintenance of a fixed parity between gold and silver and the continued use of both as coined money of full legal-paying power would be productive of important benefits to the world.

"These ends will be accomplished by the removal of the legal restriction now existing, and the coinage of silver into full legal-tender money, restoring by international agreement, a parity of value between the metals at such a ratio as the conference may decide upon. The essentials of such an international arrangement should be:

"First. The unrestricted coinage of both gold and silver into money of full legal-paying power.

"Second. Fixing a ratio in the coinage between the metals.

"Third. The establishment of a uniform charge, if any, to the public for minting gold and silver coins."

In explaining the position of himself and his colleagues, Senator Allison said that while they come representing the Government of the United States, and favoring the bi-metallic plan, they were willing to discuss any plans calculated to promote an increase in the value of silver bullion. With singular unanimity, he said, the people of the United States were in favor of the free mintage of silver. It was to their interest, as well as to the interest of the other Nations of the world, to secure, under an international agreement, a stable standard of value.

Mr. Charles Rivers Wilson, speaking for Great Britain, said that the British delegates adhered to the American resolution, which was really the basis on which the Conference met.

M. Thirard, of France, said that he was in favor of the French resolution, which he thought that the method of procedure proposed by the Americans was peculiar. The United States Government, convinced that the Conference should have a free and open discussion of the subject, naturally looked to the Americans for a program and proposals. The statements now submitted were placed in the hands of the American delegates, who read them with an attention that he thought that he had never before seen. He wished to say, however, for himself and his colleagues, that they had come to the Conference with an earnest desire to arrive at an international agreement to stabilize silver.

The Austrian and German delegates intimated that they had been instructed to say that they could not assent to any modification of the proposed monetary laws. The Dutch, Spanish and Mexican delegates stated that they were ready to vote favorably on the American resolution; while the Russian, Italian, Rumanian, Swiss and Greek delegates were not permitted to vote on the resolution.

The Conference ultimately resolved, in accordance with the request of Senator Allison, and to some action on the American resolution, which was passed Monday night. The resolution submitted by Alfred de Rothschild, of the British delegation, of which a printed copy will be circulated to-morrow.

The American delegates express themselves as particularly satisfied with the result of today's proceedings. The other delegates express general satisfaction with the American program.

THE ENGLISH DELEGATES IN A HURRY.

FAILURE OF THEIR ENDEAVOR TO RUSH THROUGH THE RESOLUTION—VIEWS OF SIR C. RIVERS WILSON.

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London, Nov. 25.—Before the English delegates to the International Monetary Conference started for Brussels, the assistance given by Sir William Vernon Harcourt, Chancellor of the Exchequer, to Sir C. Rivers Wilson, the Deputy Master of the Mint, and Sir C. Rivers Wilson were to expedite the deliberations and to obtain continuous sittings, daily, with the exception of Saturdays and Sundays, so as to bring the conference to an end within a few weeks. Sir William Harcourt had learned that a full discussion of the monetary subject would be a full discussion with time given to all sides to prepare arguments, statistics and facts, and for responding to their opponents, as would enable them to present exhaustive statements. This course, involving an adjournment over Christmas, met with the approval of neither the English Ministry nor certain of the English delegates, who are strong single-standard men.

On the eve of the day the delegates started for Brussels, the representative of the Associated Press learned from a Black and White source that if the conference were to adjourn, it would be necessary for the English representatives to return to London, leaving the less important members of the delegation to watch the proceedings.

Private advices from Brussels show that Sir C. Rivers Wilson opened the opposition to the proposed resolutions. As soon as the delegates heard that the communications he objected to, the suggestion of American delegate level had made, on the part of the conference, supported by a majority of the delegates, and that an interval of a day for preparation be allowed

after each sitting. The reasonable remonstrance that one delegate, who spoke different language—English, French and German—could not exchange views without an opportunity to study them had no effect upon the English determination to hurry the deliberations through. Sir C. Rivers Wilson and his colleagues finally assented to President Levis' proposal only on finding that they stood alone. The incident has created the impression among the members of the conference and Brussels officials that the British delegates want to break up the meeting or cause it to fail to achieve a definite result. In the meantime they have received a decisive vote.

The special correspondent of "The Manchester Guardian," who is in intimate touch with some of the leading delegates, telegraphs that the conduct of the British delegates surprises the other European representatives. The Americans ask why they were brought across the Atlantic if such a policy, aiming at the failure of the conference, is to be pursued. The correspondent adds that all eyes are turned upon the American delegation, which is a remarkably impressive one among the members of the conference. Senator Jones is a man of extraordinary force of character and raw ability. He has decidedly impressed the correspondent with his single-mindedness in the matter. Were he to make a tour of England, he would win a host of adherents to his cause. It is with a sense of confusion that the Englishmen listen to the remarks of the American delegates on the imperfect knowledge of the rudiments of currency questions displayed by the English representatives.

The representative of the Associated Press here had an interview with S. Dana Horton, who is now in Brussels, in consultation with the delegates. Mr. Horton said that there were several classes of opponents. Some people wanted silver to be alone to find its own level, while others wished to see silver and gold together, but not on their own terms. He was very much surprised to find that the conference was not, so far as the conference was concerned, but was probably more than that. He was very much surprised to find that the conference was not, so far as the conference was concerned, but was probably more than that.

ALLEGED PERIL OF THE TRAVE.

A PASSENGER SAYS THE STEAMER NARROWLY ESCAPED GOING ASHORE AT START POINT.

London, Nov. 25.—A report was in circulation here today that the North German Lloyd steamer *Trave*, Captain W. H. L. von Arnim, New York, November 25th, had nearly foundered at Start Point on the southern coast of Devonshire, England. It is reported that the vessel was run ashore at Start Point, on the southern coast of Devonshire, England. It is reported that the vessel was run ashore at Start Point, on the southern coast of Devonshire, England.

The representative of the Associated Press has interviewed James S. Goodall, of New York, one of the passengers of the *Trave* who landed at Southampton. Mr. Goodall said that several of the passengers were sitting in the smoking-room at 5 o'clock on Wednesday afternoon, when they all heard a loud explosion. They thought that it was the boiler of the engine. They thought that it was the boiler of the engine. They thought that it was the boiler of the engine.

FRENCH COMMENTS ON VON CAPRIVI'S SPEECH.

Paris, Nov. 25.—The newspapers here are showing much concern over the speech delivered by Chancellor von Caprivi in presenting the German Army bill to the Reichstag. "The République Française" says that the Chancellor's speech is a masterpiece of eloquence. "The Liberator" says that the Chancellor's speech is a masterpiece of eloquence. "The Liberator" says that the Chancellor's speech is a masterpiece of eloquence.

EMPEROR WILLIAM WILL AGAIN.

Berlin, Nov. 25.—Emperor William has entirely recovered from his recent indisposition, and will resume outdoor work to-morrow. On Monday he will start on a hunting expedition in Silesia.

ROUGH VOYAGE OF THE BRITISH PRINCE.

London, Nov. 25.—The British steamer *British Prince*, Captain Morle, from Philadelphia, November 19th, arrived at Queenstown yesterday and proceeded for Liverpool. She reports that she encountered a heavy sea on the northern coast, which lasted from November 15 to 21. The steamer was holed by an interval for eight hours. The coal-burning log in her bunkers, the last three days of her run in Queenstown were made under a short head of steam. The British Prince encountered the heaviest weather on November 20. Enormous seas broke in rapid succession, the waves reaching the deck and striking the sides of the vessel. The wind was so violent that it was necessary to use every precaution to stabilize silver.

ACTIVITY OF RUSSIAN NihilISTS.

London, Nov. 25.—"The Chronicle," St. Petersburg correspondent says that the Nihilists are trying to stir up the Volga peasantry by means of pamphlets and letters to revolt against the Government. The police have been instructed to suppress any insurrectionary attempts.

A SIGNIFICANT MOVE BY THE CAAR.

St. Petersburg, Nov. 25.—The Caar has nominated the Countess de Saxe-Coburg as President of the Russian Red Cross. She is the widow of the late Duke of Saxe-Coburg, and is a member of the Imperial family. She is a well-known philanthropist and has been active in various charitable societies. Her nomination as President of the Russian Red Cross is considered a significant move by the Caar.

MUTINY OF A RUSSIAN REGIMENT.

St. Petersburg, Nov. 25.—A great agitation was caused in this city today by the mutiny of the New-Holland Regiment. The men of the regiment have been protesting against the ill-treatment to which they have been subjected by their officers. They demand that the officers be punished and that they be allowed to elect their own representatives to the command.

VANDERBILT IN TOWN DOESN'T KNOW MR. DAVEY.

London, Nov. 25.—The following remarkable advertisement appears today in "The Times" and "The Post." It reads: "Mr. W. Vanderbilt, of New York, has arrived in London, Nov. 25th. He is a man of great wealth and high position. He is a member of the Vanderbilt family. He is a member of the Vanderbilt family. He is a member of the Vanderbilt family."

"THE BREAKERS" BURNED.

CORNELIUS VANDERBILT'S NEWPORT MAN-SION DESTROYED.

THE FAMILY BARELY HAD TIME TO ESCAPE FROM THE FLAMES—COSTLY TAPESTRIES AND OBJECTS OF ART LOST—THE LOSS ESTIMATED AT \$500,000.

[BY TELEGRAPH TO THE TRIBUNE.]

Newport, R. I., Nov. 25.—"The Breakers," the summer home of Cornelius Vanderbilt, situated on the cliffs at Ochre Point, in the city, was totally destroyed by fire late this afternoon. Mr. Vanderbilt and his family were occupying the house at the time of the fire, and were saved only after a hurried escape. The fire broke out at 4:45 p. m., and the family barely had time to escape. The loss of the house and its contents is estimated at \$500,000.

The fire broke out in a room on the second floor, which was used as a study. It was caused by a gas lamp that had tipped over and set fire to some papers. The fire spread rapidly and was extinguished only after a long and heroic effort. The loss of the house and its contents is estimated at \$500,000.

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ADVERSE ACTION TAKEN.

NO MONEY FOR THE AMERICAN BOARD. PLYMOUTH CHURCH DECIDES TO GIVE ITS MONEY TO THE NOYES MISSION INSTEAD—DR. RAYMOND'S HOT WORDS.

Action of an extremely significant character was taken by Plymouth Church last evening in regard to the annual collection for the support of the American Board of Foreign Missions, of which Dr. Storer is president. It was practically decided to give the annual missionary collection to other means of evangelizing the heathen. An informal church meeting was held at the close of the weekly prayer-meeting, and H. L. Pratt presided. He said that the Board of Deacons desired an expression of opinion in regard to the disposition of the missionary collection to the American Board. Hereofore Dr. Abbott explained the situation. He said it was a difference of opinion and not one of theology. The collection could only be made by the force of public opinion, and so long as the churches contributed the committee said that all were satisfied. But at the last meeting of the board steps were taken to change the method of representation in it. About three or four years ago the board refused to send Mr. Noyes, of Andover, because of his social views, and he was afterwards sent out by some Boston churches, after they had examined him and unanimously agreed to support him. He was doing good work in Japan, and the question of his being taken up by the board was, it is understood, under consideration. Dr. Abbott read letters setting forth the views of three eminent Congregationalist ministers, and he then moved that the annual missionary collection be taken a week from to-morrow. That envelope be placed in the pews, and that all the money be sent to the Noyes Mission, unless otherwise designated.

Dr. Rosier, W. Raymond supported this in a vigorous speech. He said: "I am sick and tired of going to the American Board in reference to aid in supporting missionaries who believe out and out in the damnation of all the heathen, and that damnable heresy that God doesn't love the heathen. I am tired of the whole missionary thing, and I won't give a cent to support it. The doctrine being disseminated by my money. That God is good news, but it is made stale old stuff by these men who drag a judgment car over the heathen and want us to feed the beasts that haul it. It is my Christian duty not to give to any concern that will teach the heathen that their fathers went to hell."

The Rev. Howard S. Bliss, whose father-in-law is vice-president of the American Board, took exception to some of Dr. Raymond's utterances, and moved an amendment to Dr. Abbott's motion that all the contributions, not otherwise designated, go to the American Board. Thomas G. Sherman seconded this, but spoke in advocacy of Dr. Abbott's motion, saying he would give no more money to support the gospel of Dr. Alden, secretary of the prudential committee of the American Board, with its horrible decrees. S. W. White said he did not want to see a single nickel of the collection trickle to the American Board, unless so designated by notice at conference.

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A MENACE TO THE NATION.

FRENCH INFLUENCE ON THE ISTHMUS. THE COURTS ASKED TO PROTECT THE PACIFIC MAIL STEAMSHIP COMPANY FROM THE PANAMA RAILROAD COMPANY—PANY'S RECEIVER.

The Pacific Mail Steamship Company, through its attorney, Edward Lauterbach, applied yesterday to Judge Truxin in Supreme Court, Chambers, for an injunction restraining the Panama Railroad Company from executing a contemplated contract with the Chilian steamship line now plying between Panama and Callao. The contract in question would give certain distinct advantages in favor of the Chilian line in the event of their extending their service from points above Panama to points above, as far north as Acapulco, which the Pacific Mail Company believes to be in violation of its contract rights with the railroad company. A temporary injunction was granted, returnable before the same court on Tuesday next.

This application and the recent action of the railroad company in serving notice on shippers that on and after February 1, 1893, no through bills of lading from the Atlantic to the Pacific would be accepted from the American representatives of the company, and that all traffic arrangements now existing between the railroad and the Pacific Mail Steamship Company would then be terminated, call attention to a subject of vast importance to the American people, and one that bids fair to become the subject of international complications. The Panama Railroad Company is a corporation organized and chartered under the laws of the State of New-York. The road was built by American capital, and has always been nominally under American management; but some years ago a majority of the stock of the road was acquired by the Panama Canal Company, a French corporation, which since controlled its policy.

When the great crash of the Panama Canal Company came, and that corporation went into the hands of a receiver, the railroad was left as the most valuable, and in fact almost the only asset. Under the French law M. Monchebourt, the receiver, and judicial liquidator, is an officer of the French Government, so that the anomalous situation is now presented of an American railroad built under a special treaty by American enterprise and capital for the benefit of American trade, being practically owned and operated by a foreign Government, and used by that Government for the injury of American commerce and the obliteration of American rights.

The conditions under which the Panama Railroad was built and the grounds upon which the Pacific Mail Steamship Company claims its right to restrain the French receiver from taking such action as would give the control of the coastwise trade on both the Atlantic and Pacific to foreign steamship lines, at the same time driving from the seas the Pacific Mail, almost the only great steamship line that flies the American flag, are briefly as follows: By the Treaty of 1846 between the United States and the Republic of New-Granada, now the United States of Colombia, the absolute neutrality of the Isthmus of Panama and the right of assuming a protectorate over it were guaranteed to the United States Government. At the same time all facilities and privileges for the use of the isthmus and its ports and roadways were conceded to American citizens and to American shipping, thus placing the people of the United States and their merchant marine on an absolute equality with the citizens of New-Granada.

These provisions were considered necessary before the railroad should be built in order to preserve intact the principles of the Monroe Doctrine. The care which was taken in framing the treaty and drawing the charter of the road shows the importance which the Government attached to those principles. It is also apparent that in securing the peculiar privileges granted under the treaty the United States Government intended to use them as an instrumentality for building up and controlling American commerce. There was a further provision in the treaty that no canal or other method of transit across the isthmus should be constructed without the consent of the railroad company.

A MOST VALUABLE APPURTENANCE. When, in 1872, the Pacific Mail Steamship Company and the Panama Railroad Company entered into the contract now about to expire, the railroad company was the owner of several lines of steamers plying between Panama and the Pacific ports of Central and South America. The steamship company purchased these lines, together with the good will of the road and all the rights appurtenant to the trade, of which one of the most valuable was the issue of through bills of lading.

The control of the railroad was secured by the canal company because of the treaty provision by which the consent of the road was necessary before a charter for the building of the canal could be granted. This consent was obtained by the purchase of the road, which went into the hands of the French corporation without any effective protest being made on the ground of an infringement of American rights under the treaty of 1846, and since then American interests have been ignored in its management, while French interests have been gradually coming to the front, until now the property is actually in the hands of the French Government. Under the policy adopted by M. Monchebourt, not only does a further violation of American rights seem likely, but an attempt is being made to deprive the Pacific Mail Steamship Company of the property rights which they claim as theirs under the contract of 1872. This is to be accomplished by the refusal of the railroad to issue any more through bills of lading, and the transfer of the good will of the road, so far as it affects business on the Pacific, to a foreign steamship line, owned by English capital and flying the Chilian flag.

DISASTER IS THREATENED. If the French receiver is successful in his attempt, the ruin of the American shipping trade will be almost complete. The Pacific Mail Steamship Company is about the only line doing an important business, which flies the Stars and Stripes. It has operated for many years four coasting lines with the Isthmus of Panama as a centre. It now has three steamers a month running each way between New-York and Colon; one each way between Panama and San Francisco; one each way between Panama and Acapulco; and always one, and during the coffee season two, and sometimes three, each way between the western ports of Costa Rica, Honduras, Salvador and Guatemala. Both the San Francisco and Acapulco steamers call at the chief Central American ports. Its most valuable business is that with the Mexican and Central American ports, where the company has practically a monopoly. The company is absolutely dependent on the good will of the Panama Railroad. The execution of the contract which that corporation, at the dictation of M. Monchebourt, is anxious to make with the South American Steamship Company, and the enforcement of the order as to through bills of lading, would deprive it at once of all chance of existence, or, at the best, mark the final downfall of American shipping interests.

THE QUESTION A BROAD ONE. While the immediate financial loss in the event of M. Monchebourt's success in carrying out his policy would fall on the Pacific Mail Steamship Company, the question is a broader one than that of the individual interests of any person or corporation. It is one which affects American citizens generally, and

A TRAIN ROBBERY BY MASKED MEN.

PASSENGERS ON THE NORTHERN PACIFIC LOSE MONEY AND JEWELRY—THE ROBBER ESCAPED.

Portland, Ore., Nov. 25.—The Northern Pacific passenger train which arrived here this morning was held up by three masked men last night near Hot Springs, Wash. E. H. Miller, one of the passengers, gives the following particulars of the robbery: "I was sitting alone in the smoking compartment of the train when three men entered from the rear end of the train. They put their hands up and roughly said: 'Throw up your hands, and let it quick!' I at once acceded to the request, and one of the men proceeded to relieve me of my money and jewelry. The faces of two of the men were covered with darked