

THE LAST MONOPOLY.

FURTHER DETAILS OF THE NEW COAL COMBINATION.

HISTORY OF THE NEGOTIATIONS WHICH LED TO ITS FORMATION—RELATIVE STANDING OF THE DIFFERENT COMPANIES—WHAT THEIR AGENTS THINK OF THE RECENT MOVEMENT.

The account published in *The World* yesterday of the consolidation of the Wilkesbarre, Lehigh, and Honeybrook coal companies excited much comment in business and other circles. Mr. John F. Wilson, Vice-President and agent in New York for the Wilkesbarre Coal and Iron Company, said yesterday when called upon that the story of the combination was exactly as that which he had just read in *The World*. The new Company will be designated as the "Lehigh and Wilkesbarre Coal Company," with Mr. Charles Parrish as President. All details, however, have not yet been fully arranged and hence he could give no definite information. He said, however, that the formation of the new concern had been accelerated by the knowledge of the fact that under the recently revised constitution for the State of Pennsylvania the proposed merging of interests would become illegal. No final papers have as yet been signed, but as the new Company is to be registered under the laws of Pennsylvania a meeting of the representatives of the companies interested will be held in that State during the coming week, when the organization will be perfected and ready for action.

HISTORY OF THE NEGOTIATIONS.

The history of the movement, so far as could be learned from rather reluctantly made statements, is as follows: Up to within a few weeks the Honeybrook Coal Company was a comparatively insignificant affair—merely a name for whatever interests in the Central Railroad of New Jersey possessed in the coal fields. The Lehigh Coal and Navigation Company, which has shipped extensively over the railroad in order to balance its stockholders, made an assignment of a large tract of land in the coal districts to the Honeybrook Coal Company, and of course through it to the railroad company, raising the aggregate of land held ostensibly by the Honeybrook Company to 6,000 acres. The Lehigh Company and the Wilkesbarre companies have for years past worked in harmony, having interests identical in many points. Their offices are united at 80 Broadway, and their yards are in several places held in common. The new combination thus is really formed by these three coal companies—viz., the Lehigh Coal and Navigation Company, the Wilkesbarre Coal and Iron Company, and the Honeybrook Coal Company, representing the Central Railroad of New Jersey. The area of coal lands which this will place under the control of the newly formed Company is 27,000 acres, capable of an indefinite yield.

STANDING OF THE DIFFERENT COMPANIES.

The relative strength of the larger coal companies will now stand as follows: Philadelphia and Reading Coal and Iron Company, with 90,000 acres to an annual yield of 6,500,000 tons of coal. The new Company will stand second, with its 27,000 acres and a yield of 4,000,000 tons. The Delaware and Hudson Canal Company bring out nearly 3,000,000 tons of Lackawanna coal per year. The superiority of the Reading Company

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NATIONAL TOPICS.

DEMOCRATIC CAUCUS IN BROOKLYN.

ALLEGED ATTEMPTS AT BRIBERY—NO NOMINATION YET.

The corridors of the Brooklyn City Hall were thronged with politicians last evening. The Democratic members of the Board of Aldermen held a caucus in the Common Council Chamber for the purpose of nominating a candidate for President of the Board. Judges Delmar, Walsh, and Elliott, John Pyburn, D. H. Roach, ex-Commissioner Foran, Bob Furey, W. A. Fowler, and a number of lesser lights were present. "neeling" their different candidates. The effort of the combination exposed in *The World* a few days ago to elect Alderman Hodgman has failed, one or two of the independent Aldermen having declared they would not vote for him on any account. Alderman Bergen was then picked upon as their next choice, but in this they fared no better, for although a competent man he too has his enemies. The members met, all except Dobbin, of the Sixth; Donovan, of the Twelfth; and O'Connell, of the Ninth, were present. Alderman Howell called the caucus to order, and it was thought prudent to take a recess for half an hour in order to get the three last named members to participate. In the meantime a caucus of the "leaders" was held at the Court-house in one of the county offices. Here it was found that Dobbin, Donovan, and O'Connell had entered into an agreement to stand by each other until they got what they wanted. It was ascertained that each of the three named wanted an appointment. All that could be done would not induce these men to desert each other, and as the Board stands nineteen Democrats to sixteen Republicans and one Independent it was thought desirable that they should be conciliated. Boss McLaughlin wants the best man he can get for President of the Board of Aldermen in order that he may co-operate with the reform Mayor.

The caucus reassembled at ten o'clock, Dobbin, Donovan, and O'Connell refusing to come in, and remained in session until after eleven, when they adjourned till three P. M. to-day without making any nomination.

It was positively stated in the City Hall last night that certain Republican leaders had offered as high as \$5,000 each to certain Democratic Aldermen if they would vote for a Republican candidate for President of the Board of Aldermen. It was also said that if any such arrangement was carried out the matter will be laid before the Grand Jury.

There was great excitement at the City Hall at eleven o'clock in consequence of these rumors, and it was claimed that the Republicans would spend \$50,000 if by so doing they could organize the Board. The contest for the Democratic nomination is now conducted by Alderman Clancy, of the Fifth Ward, and Alderman Bergen, of the Tenth. A compromise candidate may be agreed upon but a compromise candidate will not hold their caucus to-night. Whichever party organizes the caucus will control the patronage for one year.

THE TRANSPORTATION PROBLEM AND THE METHODS OF SOLVING IT.

PLANS OF THE HOUSE COMMITTEE ON ROADS AND CANALS—THE PROPOSED CHANGE IN THE QUARANTINE REGULATIONS IN THE SOUTH—TEXAS PACIFIC RAILROAD PROSPECTS—GRANTS CHIEF JUSTICES WIFE'S HORSES—AN UNFAVORABLE FINANCIAL PROSPECT—MORE MONEY WANTED BY THE POST-OFFICE DEPARTMENT.

[SPECIAL DESPATCH TO THE WORLD.]

WASHINGTON, January 2.—The House Committee on Roads and Canals has kept steadily at work during the recess, and will have three very important bills ready to report to the House soon after the resumption of business. The first and most important bill, which is now in the hands of a sub-committee, will provide regulations for the principal through railroad routes of the country, or rather the means for establishing such regulations. The bill provides for the appointment by the President of nine commissioners, one for each judicial district, and a bureau of railroad statistics. It will be the duty of these commissioners to study the character and condition of each one of the great inter-State routes of commerce, and determine maximum rates for the transportation of freight. The Committee decided that the regulation of railroad transportation was a problem which could not be solved at once, by act of Congress, but that it was necessary to have a thorough investigation of the railroads, taking into account the facilities of each line and the means of operation before a proper limit to the rates could be fixed. This plan, they think, will answer that purpose. The Committee will not report a general law for the incorporation of railroads, but will probably bring in a bill to establish Company A scheme for a railroad between New York City and the Mississippi River, which they find to be a well-studied plan and already incorporated in several States through which it would pass. Sufficient evidence has been presented to the Committee to convince them that the parties behind this scheme are in earnest. The Committee will also report a bill for the opening of the mouth of the Mississippi, and all these plans will probably pass the House, although their fate in the Senate is doubtful.

THE QUARANTINE REGULATIONS IN THE SOUTH.

The movement in favor of a change in the quarantine regulations in the South has developed a difference of opinion concerning the proper method of accomplishing the object. There is said to be considerable unanimity among the Southern members in favor of an improvement of quarantine in the Southern ports. Mr. Henderson of Ala-

claimed service a larger appropriation is demanded.

SPAIN'S REPORTED DEMAND.

NO OFFICIAL CONFIRMATION OF THE REPORT—NO PROBABILITY OF A BILL OF DAMAGES BEING ALLOWED.

[ASSOCIATED PRESS DESPATCHES.]
WASHINGTON, January 2.—No official information has been received from the report from Madrid respecting the indemnity to be demanded by the Spanish Government in the case of the Virginia, nor is it probable that any such claim will be presented, the adjustment of the questions involved having been arranged by the protocol of the representatives of the two countries. If at any future time a bill of damages should be presented, payment would, there is good ground for stating, be refused on the principle established by the Geneva Tribunal in the disallowance of indirect or consequential damages. Therefore, it can certainly be stated that Spain will not receive any money whatever growing out of the transactions in connection with the Virginia, even if that vessel had reached its destination and been sold by the United States for violation of law.

The preparation of the Virginia correspondence will be completed to-morrow, and may be sent to Congress on Monday next. It is represented to be voluminous.

Speaking to-day of the intelligence from Havana that the Tornado had left port, and it was generally reported that she had received orders to pursue the Edgar Stewart, and if she proved to be of the same character as the Virginia to sink her, a gentleman high in official position said the ignorance or want of correct information on the part of the Spanish officers was never more apparent than in this instance, as it was known here that the Edgar Stewart is still at Baltimore, with no immediate prospect of leaving for any port of destination.

THE BRITISH CLAIMS COMMISSIONER'S AWARD.

An appropriation by Congress of nearly \$2,000,000 in gold will be required in satisfaction of the claims allowed by the late United States and British Commission.

THE FRANKLIN AT KEY WEST.

The Secretary of the Navy this evening received a telegram from Rear-Admiral Scott at Key West, announcing the arrival of the steamship Franklin at that port. It will be remembered that this vessel was recently reported as lost with all on board.

INDIAN OUTRAGES IN TEXAS.

RANCHES PLUNDERED—RANCHEROS MURDERED—CITIZENS IN PURSUIT OF THE HIDEBOYS—A FIGHT BETWEEN UNITED STATES TROOPS AND THE INDIANS—RECOVERY OF STOLEN STOCK.

WASHINGTON, January 2.—Captain Charles C. Hood, of the Twenty-fourth Infantry, stationed at Fort McIntosh, Texas, reports to the Headquarters of the Army that on the night of November 2 a party of forty Comanche Indians attacked Men-doza's sheep camp and wounded Mendocino's body, but he was not expected to live. On the 20th of November the same party was at San Diego, seventy-five miles from Corpus Christi, where they committed operations by hauling seven sheepskins and a large quantity of horses and mules to the vicinity

Riverside, thirty-two miles west of Mesquite. The road has been graded six miles further.

A Milwaukee letter states that the Canada Southern is bidding strongly for the control of the Detroit and Milwaukee road, either by lease or working arrangements, with fair prospects of success.

Milwaukee will be brought thirty-five miles nearer to New York early in the spring by the Canada Southern and its St. Clair branch between St. Thomas and Ridgeway and the Iowa and Lansing road.

The Cedar Rapids and St. Louis road, between Ottumwa and Sigourney, Ia., has been sold by the Sheriff and bid in by John B. Wolf for \$30,000, comprises that road-bed, almost completed, some bridges, the depot grounds at Ottumwa, the right of way, and the franchises.

A report has been in circulation in the Western press to the effect that the St. Paul and Northwestern roads were negotiating with a view to consolidation. It probably had its origin in the renewal of an arrangement for five years by which the St. Paul cars use the Northwestern line into Winona and the Northwestern cars use the St. Paul track between Milwaukee and Madison.

LARGE FIRE IN WILKESBARRE, PA.

WILKESBARRE, Pa., January 2.—The destruction of Frauenthal's Opera House last night was caused by the explosion of a coal-oil lamp in the basement, which was occupied by John Lynn as a restaurant. The first floor was occupied by Frauenthal as a boot and shoe store, and by Mrs. Lengfelds, dry goods and millinery store. The other portion of the building was fitted up as an opera house, and a large audience was present to witness the performances of a variety troupe when the alarm was sounded. The smoke arose so thick and fast that some persons were nearly suffocated before they could get out. The utmost efforts failed to stay the progress of the fire. At half-past ten o'clock the flames burst through the roof, and at half-past eleven o'clock the walls fell with a great crash. Fears were entertained that the flames would spread to the old wooden dwellings on the public square, but renewed efforts by the firemen, assisted by the snow on the loose tops, prevented any further destruction. Frauenthal's loss is \$50,000; insured for \$10,000. Mrs. Lengfeld's loss is \$25,000; insured for \$20,000. John Lynn's loss is \$1,000; uninsured.

THE CASE OF JORDAN, MARSH & CO.

BOSTON, January 2.—In the United States District Court to-day Judge Lowell made the following order: N. W. Bingham, complainant, vs. Jordan, Marsh & Co.—It is ordered that only such of the books and papers seized in this case as are to be examined and retained by the Collector of Customs and the officers appointed by him to inspect the same as relate to the frauds charged in the complaint on file, excepting that the books and papers seized may be examined so far as may be necessary to ascertain whether or not they relate to said charges, and in this last examination the said Jordan, Marsh & Co. have leave to attend the examination by an attorney at law of this Court to be appointed and paid by them, and to be approved by the Court if they shall be so advised and shall and subject to the further order of the Court, and that the United States may be represented in like manner.

The Boston Herald's Washington correspondent telegraphs that Supervising Special Agent Mudge denies that Jackson, the confidential clerk of Messrs. Jordan, Marsh & Co., was in the employ of the United States Government. There is no doubt, however, that he furnished the information to his brother, D. S. Jackson, in New York, in the

POISONED PAUPERS.

A CAREFUL INSPECTION OF THE POLICE LODGING-ROOMS.

THE NIGHT LODGERS FORCED BY THE COMMISSIONERS OF CHARITIES AND CORRECTION, IN DEFIANCE OF THE VAGRANCY LAWS, UPON THE POLICE—POISONED BY THE TREMENDOUS PACKING, IN DEFIANCE OF THE HEALTH LAWS.

The number of night lodgers now availing themselves of the hospitalities offered at the police-stations amounts to more than 1,000 nightly, of whom 990 are, by the admissions of the police themselves, impostors and habitual paupers. The Vagrant act and the Code of Health regulations are flagrantly violated every night on the very premises of the authorities in the houses and care of these police lodgers. In the older houses the sleeping rooms are in the cellar, midway between the coal bins and the prisoners' quarters. They are low, the only ventilation being secured by allowing a space of 15 inches between the top of the partition and the ceiling. This gives the already over-heated and fetid atmosphere of the cellar a chance to circulate above their heads, but is about as much of use in supplying fresh air as the mouth of a well is to a person at the bottom. In the police houses recently erected the prison is detached and placed in the rear yard, and over it are put the lodgers' room. In these cases the ceilings range from 10 to 13 feet in height, which fact only serves in the minds of the police sergeants as an excuse for packing in more lodgers. The sleeping couches are heavy boards, fitted into a frame of angle iron, the lower end being about 5 inches and the upper end 8 inches from the floor, making a platform about 8 by 15 feet on which the sleepers arrange themselves as suits their fancy, generally lying alternately in such a manner that the feet of one are in close proximity to the nose of his fellow. There is a generally defective water-closet apparatus in each room, which materially adds to the noisomeness of the place. Added to this, and the description is finished.

In the First Precinct Station-house, in New street, the lodgers' rooms are on the first floor, and though a cellar is underneath the places are still far from dry. The men's room is 9½x13 and 10 feet high; that for the women is 7½x10x10. The ventilation of both is poor. The heat is derived from a stove in the passage, and when the doors of the rooms are locked as usual the lodgers are prevented from indulging in the customary practice of lying about the fire.

The Second Precinct Station-house, in Beekman street, has accommodations for women only. Being an old house its lodging-room is in the cellar—nothing more in fact than a 7½x15½ feet box partitioned off from the coal bin. The sergeants complain of it as pestiferous nuisance, and the doorman grumbles at the loss of his coal storage.

The Oak street station, in the Fourth Ward, is a new structure, and apartments have been provided for lodgers over the prison. The rooms, divided into sections, are 3½x11½ feet; the floors are of board. No special heating arrangements have been made beyond what warmth may arise through the ventilators from the cells below. The rooms are left in a very dirty state, and the stench is overpowering even at mid-day. The doorman under whose special care the sleepers are placed says his guests: "I think we have the worst gang of any house in the city, because you see there are so

yesterday the provisions of the act of March 1, 1918, regarding the valuation of the pound sterling in foreign transactions connected with the Customs, went into effect. The act provides that payments by or to the Treasury, whether here or in foreign countries, where it becomes necessary to compute the value of the overweigh of the pound sterling, it be defined equal to four dollars eighty cents and six and one-half mills, and the rule shall be applied in appraising merchandise imported where the value is by the invoice value and the sterling and the valuation

Now that the prospect of war is over the
force of the hard is to be greatly di-
minished. The hundred men were dis-
charged Wednesday evening and it is said the
number employed will be reduced to 1,600. The
strike will get a commission about January 15,
1918. H. Cooper in command. The
dictator will be for commission next week.
The Minnesota said, will be sent out in Feb-
ruary to relieve the Wash, flagship of the Medi-
terranean squadron. The battleship is lying at the
main dock in the
Harbor.

AN UNFAVORABLE FINANCIAL OUTLOOK.
The full Committee of the House Committee on Appropriations did not get to day according to the adjournment, and have therefore accomplished nothing during the recess except through the sub-committees. All the reduced estimates are not in yet, but enough is known to approximate a result. It is not believed that with the modification of the sinking fund law and the almost total abolition of the estimates for fortifications, rivers and harbors, and public buildings more than \$25,000,000 or \$30,000,000 can be saved. The situation therefore will not be found to be improved when Congress reassembles on Monday next, and the first month of the new year will either find Con-

Considerable excitement existed in the city to-day relative to the action of the railroad engineers owing to a reduction of their wages by the Pennsylvania Railroad company. Telegrams were constantly received here inquiring as to what action had been taken in the conference reported to have taken place at the "Continental Hotel to-day between a delegation from the engineers and the leading officials of the Pennsylvania road. No conference was held in which the railroad officials took part. This morning commissioners representing the Brotherhood of Locomotive Engineers of the coasts belonging to the Western Division, Pittsburgh Division, Middle Division, Altoona and Philadelphia Division, Ambler Division, and New York Division, arrived in this city and held a meeting conference. A committee of three from the New York Central Railroad was also present. The proceedings were conducted secret. It is understood that the engineers unanimously to submit to a reduction provided the company would reduce old wages in three months. The Pennsylvania official state that the strike has practically ended, and that the men are resuming work under the new rule. They saw the reduction of wages has been forced at all hazards. Mr. A. Wolcott Jackson, General Superintendent of the New York Division, was in town to-day and left for Jersey City to-night.

The members of the Working-men's committee of Safety held a private meeting last night at No. 311 Bowery, for the purpose of considering what further action should be taken in regard to the unemployed workmen of this city. The Committee were in consultation upwards of two hours and finally adopted a set of resolutions and an address to the

The Eleventh Precinct station is located over the Union Market, in Houston street and the bunmer considers himself happy indeed when he receives the sergeant's permission to "go in and find a place." The women occupy two small lumber-rooms adjoining the men's apartments, with no special features other than their own.