# THE DOOM OF CHEAP FARES.

## GOV. CLEVELAND VETOES THE FIVE-CENT BILL FOR MANY REASONS.

### Belief that it Cannot be Passed Over the Veto—Action to be Taken Next Week—Roosevelt's Attack on Certain Railroad Men.

ALBANY, March 2.—The Governor's veto of the Five-Cent Fare bill acted on the Assembly like a bombshell this morning. Its coming had been half anticipated, however, and the Assemblymen were ready to handle it. The explosion was soon over, and the result proved comparatively harmless. The veto was rather too long to command the interest of all the members, but the lawyers, like Poucher and Howe, who followed the reading closely, said its objections were unanswerable. As soon as the reading was finished, Mr. Crane, who pushed the bill last year, moved that the bill and veto be made a special order for Tuesday next. This motion brought a dozen members to their feet, and for the next half hour there were some of the most fiery and pointed speeches the present session has brought out.

Col. M. C. Murphy said, in giving plain notice that an effort would be made to pass the bill over the veto, that either the Governor or the people of New York were wrong, and it was due to both that the question should be carefully weighed and discussed.

Major Haggerty blazed out in a fit of indignation. He said:

MR. SPEAKER: We have reached a point of issue, and, perhaps, before we are through with the discussion of this veto, we may be able to demonstrate it. I recognize the hand of that veto. It is not the first time I have heard it. It is not unfamiliar tome. We, who composed the committee before which that same argument has been made recognize the hand that wrote the veto. The people of New York city knew what they wanted, and believed that they had a right to demand it, and did demand it, and the corporations have again stepped in to demonstrate to the people of this country that they are the power. This may not be politics, but it is manliness to say it, and I say it with all the energy that I command. Politics is nothing, if it shall be considered by the people, and men shall be put upon record on this question. And they shall not be able to gainsay or resist the issue that will demand an absolute discussion of this question.

The most remarkable speech of the day was that of Mr. Roosevelt. He said:

I think we should not hastily pass this bill over the Governor's veto. I have to say with shame that when I voted for this bill I did not act as I think I ought to have acted and as I generally have acted on the floor of this House. For the only time that I ever voted here otherwise than in the way I thought I honestly ought to, I did so on this occasion. I have to confess that I weakly yielded, partly in a vindictive spirit toward the infernal Dorcas and conscienceless swindlers who have the elevated railroads in charge, and partly to the popular clamor.

For the managers of the elevated railroads I have as little feeling as any man here. If it were possible I would be willing to pass a bill for an attainder on Jay Gould and all of Jay Gould's associates. I realize that they have done the most incalculable wrong to this community with their hired stock lobbying newspapers, with their corrupt control of legislation. Sometimes I think we ought never to have passed this bill in the beginning, and that we ought on no account to pass it over the Governor's veto. Sometimes I think not until we have had a fair chance to look at it calmly in the light of reason. I question very seriously if the bill is constitutional, and if it be, I question if it is not, I think it is at any rate breaking the plighted faith of the State. It is not a question of doing right to them. They are merely common thieves. Take the resolution, rather than repeal the section relating to the elevated railway, signed first by Gould and in the last place by his son. I would pay more attention to a petition signed by Barney Aaron, Dan Sickles, Mike Heaghan, and Billy Mackey than I would to that paper, for I regard these men as the robbing part of that most dangerous of all dangerous classes—the wealthy classes.

Nevertheless, it is not a question of doing justice to them; it is a question of doing justice to ourselves. It is a question of standing by what we honestly think is right, even if in so doing we antagonize the feelings of our constituents. We have heard a great deal about the people demanding the passage of this bill. Now, anybody that knows the people knows that it is most clearly and most emphatically the duty of this Legislature to do, but we should never yield to what is supposed to be the popular demand in a matter of importance, in a matter where I know that very many of my associates feel that we weakly yielded to what was the popular clamor; that we did not do what was right, did not vote according to the tights of the question, but, on the contrary, merely according to what we considered our constituents wished us to do, regardless of the question involved; that we took such a question we ought to defer the argument until some day when we may act coolly in a matter of importance, this very important question on the broad ground of right and justice, if the people disapprove our conduct, let us make up our minds to retire to private life with the consciousness that we have acted as our better sense dictated. I would rather go out of politics having the feeling that I had done what was right than stay in with the approval of all men, knowing in my heart that I had acted as I ought not to.

Mr. Howe said the Governor's argument was so full and incontrovertible that there was no reason why the question could not be met now, and the veto sustained unanimously. It was entirely a question of right and wrong. A Legislature that would trample on the rights of a corporation would do the same thing if the rights of the masses or of individuals were at stake. Mr. Howe spoke of the unblushing corruption of the last Legislature in a way that brought Major Haggerty to his feet with a demand for proof of that statement.

Mr. Howe replied that he had had no stronger statements to that effect than from the gentleman himself in conversations on that subject. They were so true nobody could deny them.

Mr. Keyes, between whom and Mr. Roosevelt there is a smoking feud, said he wanted to solemnly protest against the language that had been used, and he thought Mr. Roosevelt should be compelled to make good his charges of legislative corruption.

Mr. Roosevelt denied that he had referred to this Legislature, but said that in the last House a man would be called to order if he said that body was corrupt. But if any one said that he doubted it he was laughed at outside.

Mr. Keyes stoutly contended for the purity of the last Legislature, notwithstanding.

The motion to make the bill and veto the special order for next Wednesday was carried, 65 to 17.

In explaining his vote, Mr. Benedict said that this delay offered the greatest opportunity for blackmail that was ever presented. He thought the postponement dangerous.

Mr. De Witt said he didn't vote in such a loose manner on this bill that he had received a magical conversion after hearing the Governor's message. He wanted time to consider the question carefully before disposing of it.

Mr. Keyes wanted to have immediate action. A postponement might lead to the suspicion that hostile influences were employed here. He didn't believe, however, that the men with the boodle" had designs on the Legislature.

It is the general opinion that the two-thirds vote to pass the bill cannot be secured, although it was passed by an almost unanimous vote. The only votes against the bill on its passage were cast by Messrs. E. Brooks, Derrick, Heim, Howe, Brunton, and Keyes. The four last named voted to delay against further consideration of the question.

Following is the veto:

STATE OF NEW YORK,
EXECUTIVE CHAMBER, ALBANY, March 2, 1883.

*To the Assembly:*

Assembly Bill No. 56, entitled "An act to regulate the fare to be charged and collected by persons or corporations operating elevated railroads in the city of New York," is herewith returned with out approval.

This bill prohibits the collection or receipt of more than five cents fare on any elevated railroad in the city of New York, for any distance between the Battery and Harlem River, and provides that any person or corporation operating such elevated railroad shall charge, demand, collect, or receive any higher rate of fare, such person or corporation shall, in addition to the penalties imposed by law, be guilty of a misdemeanor, and fined not less than $50 nor more than $250 for each offence, to be recovered by such person in any court of competent jurisdiction.

The importance of this measure and the interest which I have evinced have impressed me with my responsibility, which has to examine with as much care as has been given to any legislation during my term of office. I am convinced that all the evils which falls upon the Executive for regarding the legislation of the State should be in person considered, but fairly met by the expression of a veto, will be greatly lessened and almost disappear. In his case, as in all others, I believe that I have fairly and honestly sought to be informed honestly and given to the people of this state the benefit of my judgment.

The elevated railroads in the city of New York are now operated by the Manhattan Railway Company, as the lessee of the New York Elevated Railroad Company, and the Metropolitan Elevated Railroad Company, of which latter roads the lessee companies had in turn become the running and operating of the respective roads by contract with the Manhattan Company. The New York Elevated Railroad Company is the successor of the West Side and Yonkers Patent Railway Company. It did not come into existence in the Legislature of 1875 in the form in which it was finally passed, but was formed under a law of that year, which provides that companies may be formed for the purpose of constructing and operating a railway, and which provides for such corporations, among other things, the power to charge such rates of fare for each passenger and for each ton of freight, not exceeding five cents for each mile or any fraction of a mile for each passenger, and with right to a minimum fare of ten cents for any distance, as may be fixed by the directors of such corporation, which provision for the maximum charge for the road, the eighth section of that law, reads as follows:

"No such corporation shall be authorized to demand and receive from any passenger who is within the limits of the city of New York, a fare or rate not exceeding, for any distance, the sum of five cents, and for any distance not exceeding one mile, the sum of ten cents; provided, that when such railroad is completed and in operation between Battery place and the Harlem River, the fare or rate shall not exceed five cents for any fare, at the option of the Commissioners of the Sinking Fund, and may at any time be reduced at such rate as may be prescribed by such Commissioners."

The only other provision of the act that bears upon the question of fare is the provision that the Mayor, Comptroller, and Chamberlain of the city of New York, or any three of them, should have power to make such contracts with the said Manhattan Railway Company, or any other person or persons, for the use of the said road, as they shall deem for the best interest of the city of New York, and to transfer to it the duties now performed by the bureau for the inspection of buildings in the Fire Department.

On motion of A. Lansing, Senators Jones, Baldwin, and himself were appointed by the Chair a committee to investigate complaints against the management of the Albany Penitentiary, and report during the present session.

The Senate in committee ordered to a third reading the bill prohibiting the employment of children under 16 on contract labor in any of the reformatories or other penal institutions of the State.

The Governor sent to the Assembly a veto of the bill authorizing the State Board of Audit to hear and determine the claim of Edward M. Moore, on the ground that he now has the right to present his claim, and that the passage of the bill might be construed into the auditing of a private claim by the Legislature, from doing which it is prohibited by the Constitution of the State.

In the Assembly the further consideration of the Throgmorton Bill contested election case was postponed to Thursday next.

The Niagara Falls Reservation bill was discussed in Committee of the Whole and made a special order for next Friday. Judge Smith followed Mr. Benedict's lead in opposing it. Mr. Welch of Niagara supported the bill.

## AGAINST THE RIVER AND HARBOR BILL.

### In the Senate Edmunds Opposes it, and Hear States why it Should not Pass.

WASHINGTON, March 2.—The River and Harbor bill was reported to the Senate this morning, and Mr. McMillan moved to refer it to the Committee on Commerce. Mr. Edmunds opposed the reference, but it was made. Mr. Edmunds gave notice that when it should be reported from the committee he would oppose its consideration.

Mr. Hoar thought that a due regard for public sentiment would require that every item in a bill making appropriations for river and harbor improvements should receive careful consideration. In the present stage of the public business this bill could not receive such consideration, and therefore, without having in the least changed his mind as to the propriety and wisdom of improving the water ways of the country by the use of the national resources, he believed that the Committee on Commerce would be forced to the conclusion that the subject could not be dealt with intelligently or properly at the present session.

The vote by which the House passed the River and Harbor bill was as follows:

YEAS—Aiken, Aldrich, Allison, Barnum, Bisbee, Blackburn, Blanchard, Bruce, Buchanan, Burrows (Mich.), Calkins, Candler, Cannon, Carpenter, Chapman, Clardy, Clark, Jr., Clements, Cook, Covington, Cripps, Cravens, Culberson, Darrall, Davis (Mo.), Dawes, Dezendorf, Dibrell, Dunn, Dunnell, Ellis, Errett, Evins, Farwell (Ill.), Farwell (Ia.), Ford, Forney, Frost, Fulkerson, George, Gibson, Gunther, Harris (Mass.), Haseltine, Hatch, Hazelton, Herbert, Hewitt (Ala.), Holdfield, Hoge, Hooker, Horr, Hauk, House, Hubbell, Hubbs, Humphrey, Jones (Tex.), Jones (Ark.), Jorgensen, Kenna, King, Lewis, Leet, Lynch, Mannix, Martin, Morgan, McLean (Ill.), McMillan, Mills, McCoy, Moore, Muldrow, Oates, O'Neill, Page, Paul, Peirce, Pettibone, Pound, Reese, Rice (Ill.), Rich, Richardson (S. C.), Ritchie, Robertson, Rowell, Rusk, Ryan, Sapp, Scott, Shallenberger, Shelley (Miss.), Smalls, Spooner, Stone, Strait, Talbott, Thomas, Thompson (Ky.), Townsend (O.), Upson, Urner, Vance, Van Eaton, Van Eaton, Van Voorhes, Weaver, Wellborn, Wheeler, Willis, Wise (Va.), Wise (Pa.)—112.

NAYS—Anderson, Atherton, Barr, Beach, Belmont, Belknap, Berry, Bingham, Bowman, Bragg, Brewer, Brown (Ga.), Brown (Ind.), Campbell, Cassidy, Caswell, Cobb, Colerick, Cox (N. C.), Cullen, Curtin, Davis (Ill.), Dorsey, Dwight, Fisher, Flower, Geddes, Hedblade, Grant, Hall, Hammond, Harmer, Hepburn, Hill, Hiscock, Hitt, Holman, Hutchins, Jacobs, Jadwin, Jones (N. J.), Kasson, Ketcham, Kleinschmidt, Kitchin, Lawrence, McCook, Morey, Morrison, Morse, Mutchler, Norcross, Payson, Peelle, Prescott, Randall, Ranney, Richardson (N. Y.), Robinson (Mass.), Robinson (Ohio), Robinson (N. Y.), Rowell, Rice (Mass.), Sapolsky, Shallenberger, Sherwin, Shultz, Smith (N. Y.), Sparks, Springer, Steele, Stockslager, Taylor (Ohio), Townsend (Ill.), Turner (Ky.), Tyler, Van Aken, Van Voorhes, Wadsworth, Wait, Warner, Watson, West, White, Whittthorne, Willets, Wood (N. Y.)—99.

## DENOUNCED FROM THE ALTAR.

### The Sacraments Forbidden to Catholics who Attended a Ball in Lent.

Christopher Gunther, who keeps the New York Hotel, in Jamaica, L. I., gave a masquerade ball—tickets $1 each—on the night of Washington's Birthday. About 150 persons, many of them in masks, assembled at the hotel. Lawyer J. G. Stewart, Lawyer Monfort, Lawyer Stanford, Justice Betts, Miss Maguire, the Misses Farrell, the Misses Farley, Mr. Prinz, and many others of good standing in society sanctioned the ball by their presence. Lent is observed by the Catholics as a season of penitence and fasting, such a thing is intolerable. They have let me know it, and I heard about it until it was over, and then, when the milk was spilled, some of them came and said they were sorry."

Judge Betts said that he was at the ball in plain clothes and saw no harm in it. There were about 100 Catholics there and everybody enjoyed himself. The ball was the nicest we ever had here, and there was no disorder or bad behavior. Father Farley called us hypocrites and masked devils, and said we had broken the Lent. This is a quiet, orderly, respectable hotel, and it is not right to take bread out of our mouths this way."

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"I could do nothing less. I know what these people are—lukewarm Catholics. The Church hardly countenances masked balls at any time, but in Lent, the season of penitence and fasting, such a thing is intolerable. They have let me know it, and I heard about it until it was over, and then, when the milk was spilled, some of them came and said they were sorry."

## MIRZAN'S LIFE STORY.

### An Americanized Turk to End his Days in a New York Prison for Murder.

Armed with a mandate bearing President Arthur's signature two United States Marshals yesterday boarded the man-of-war Nipsic, which arrived from Turkey on Thursday, and took in custody a patriarchal-looking man, with bronzed features, whose name is Stephen P. Mirzan, and who was brought here to serve a life sentence in the Albany Penitentiary for a murder committed four years ago in Egypt. Mirzan, who is 55 years old, says he was born in Turkey, and became an importer in Boston at the age of 22. He remained in America from 1856 to 1863, taking out citizenship papers in the interim, and returned to Alexandria in 1864. There he became a contributor to the Egyptian Times, and published a financial paper in French, advocating the financial policy of Egypt during the panic of 1868. For this service he was rewarded with the order of the Medjidie, which entitled him to the prefix of Bey. Mirzan's Life Story, which he wrote at the request of Secretary of State Hamilton Fish, a statement of the financial condition of Egypt, which created a sensation, and was republished by the London Economist and the leading Continental financial journals.

In 1867 the Khedive agreed to pay him a pension out of his own private funds for the service of the Egyptian government in regard to the reduction of the interest on the Egyptian bonds held by England. These negotiations were carried on with Sir Stafford Northcote, and resulted to pay his pension until 1872, when it was withdrawn because of Mirzan's refusal to accede to the request of Nubar Pasha and another high official, to defend the Government against a financial policy exposed in his paper. He appealed to the Khedive for protection and redress, and was referred by the latter to one Dolian, who promised to pay him $1,000 upon indorsement of his claim against the Government. Dolian paid Mirzan, meeting Dolian in the street in Alexandria on July 17, 1873, he called to him for the money, as he was poor. Dolian replied with oaths and insulting words, hurled in the face. A bodyguard followed Dolian, and Mirzan, fired Dolian, inflicting a mortal wound. Mirzan delivered himself to the authorities, and was tried by a Mixed Court, was tried before the United Minister at Alexandria and sentenced on June 14, 1880, to be hanged. B. B. Hayes commuted this sentence to imprisonment for life.

Marshal Elliott yesterday committed the prisoner to Ludlow street jail, and this morning he will be taken to Albany. Mirzan announced yesterday that he will appeal for a new trial, on the ground that some of his most important witnesses at the Alexandria trial were not examined.

"I'd rather be hung," said he to United States Commissioner Osborn, "than spend a lifetime in prison."

### Lord Lorne's Guests.

OTTAWA, March 2.—Mr. Berstadt, sketch artist of New York, is a guest of the Governor-General at the Government House, and yesterday he sketched two large twin moose which his Excellency recently killed near Lake Nipissing, in the North-West Territories, which have been guests at the Government House for a week past. It is this afternoon for Montreal, outside for Washington. Miss Nelson will be a guest at the Government House during his visit to the capital.

### Biennial Sessions in Massachusetts.

BOSTON, March 2.—The House this afternoon reconsidered by a vote of 81 to 78 the vote whereby the resolution providing for biennial elections and biennial sessions was agreed to, and it was recommitted to the Committee on Bills on the Third Reading. There is no debate the message this session. It is not believed that the resolution will get a two-thirds vote again.

### McGlola Appealing for Clemency.

ALBANY, March 2.—Senator Grady and the counsel of McGlola, who is sentenced to be hanged in New York on next Friday, made a personal appeal to Gov. Cleveland to-day in behalf of the murderer. He presented many petitions asking the Governor to commute the sentence to imprisonment for life.

### Live Stock Transportation Pool.

ROCHESTER, March 2.—The formation of a live stock transportation pool between Western points and Lake shore points on the Grand Trunk, Delaware, Lackawanna and Western railroads is announced.


### "In a Decline."

DR. R. V. PIERCE—Dear Sir: Last fall my daughter was in a decline, and everybody thought she was going into the consumption. I got her a bottle of your "Favorite Prescription," and it cured her. MRS. NANCY HANSON, of all druggists. Montrose, Nov. 1, '81.

### Weak Eyes, Sore Eyes, and Inflamed Eyelids.

Store dust, smoke, or cold, speedily, Dr. Isaac Thompson's Eye Balsam. 25 cts. at Druggists. Dr. Isaac Thompson's Eye Balsam.

### For Thick Heads,

Heavy stomachs, bilious conditions—Wells's Way Active Pills—anti-bilious, cathartic. 10 and 25 cts.—Adv.

As we write, the Pittsburg, Pa., Gazette often relapses into tears to think how it has been for years a victim to the use of Brown's Celebrated Cough Balm. Seventy-five cents. It is a liquid or small.—Adv.

Eruptions on the face indicate corruption within. Hood's Sarsaparilla cures both.—Adv.

"Dr. Benson's Skin Cure cured my eczema of the scalp." Jno. A. Andrew, atty at law, Ashton, Ill.—Adv.


## AMUSEMENTS.

### The Brooklyn Philharmonic Rehearsal.

A performance of Gounod's "Redemption" took place yesterday afternoon at the Brooklyn Academy of Music before an audience that filled every nook and corner of the building. It was the rehearsal for the concert to be given this evening, but it was a rehearsal only in name, for the chorus seats were full, the singers thoroughly conversant with their music, and the performance moved with the precision that comes of thorough preparation.

There is room for the widest differences of opinion as to the manner in which Gounod has treated the death and resurrection of the Redeemer. Confessedly it is the most momentous theme that has ever been presented to human contemplation, and the one that has entered most deeply into the hearts of men. That any man should find the precise musical equivalent for the story of the crucifixion, or should be able to render in tones, to the satisfaction of all minds, the simple but moving narrative of the passion was hardly to be expected, since indeed the sacred story reflects itself so diffusively in the hearts even of the equally devout. To those who are trained in one faith it is one thing; to those trained in a different religious atmosphere another.

Gounod approached it from the point of view of the Roman Church, in which he was reared, for which he has composed, to whose traditions he is devoted, and into whose priesthood he so nearly entered. The ceremonial music of this church was that with which his mind was essentially imbued, and his ecclesiastical music, at training is constantly apparent even in his operas. Naturally his mode of treatment of the theme of the Redemption is quite different from that in which sacred subjects were conceived by the imagination of the Protestant Handel and his followers, or by the untrammelled thought of Mendelssohn.

Fortunately Gounod brought to his work a devout and ardent spirit. That he was profoundly impressed with its magnitude every bar of the music is his witness. That he went astray from the true sentiment of his theme in many instances—for example, in the "March to Calvary"—must be painfully felt by many, who, looking to find music parallel in solemnity with the words of the Evangelist, hear only themes far too trivial for the subject. But, though trivial, Gounod has always treated them in a most serious spirit. Indeed he has resorted to an almost barren form of recitative throughout the whole work lest he should fall into the lure of easy melodies that would belittle his text. To this, in spite of a wonderfully elaborate accompaniment that relieves much of the dryness of the narrative parts, the work owes a certain monotony of style.

That it is, on the whole, profoundly interesting no one can deny. No composition coming from a man of Gounod's sincerity of purpose and great musical talent could be otherwise.

The interpretation it receives at the hands of the Philharmonic chorus and orchestra is in every way worthy of the work. The solos are sung by competent artists, and are rendered mastered in difficult music in a most satisfactory manner. The splendid orchestra of the society is further reinforced by additional reeds and brasses and double basses, some seventeen in all, to replace the organ, rendered useless by the change of the pitch to the new standard adopted by the society.

No one need wait with the hope of ever hearing a more complete and satisfactory rendering than the work is likely to receive to-night from Theodore Thomas and his forces at the Brooklyn Academy.

## WILLIAM STREET SHAKEN.

### An Explosion of Gas that Tossed Paving Stones High in the Air.

There was an upheaval of paving stones and earth accompanied by a loud explosion and the jarring of buildings at the corner of William and Pine streets at 4½ o'clock last evening. The buildings on three of the corners are very tall, and persons whose sleep was disturbed say that the stones and earth were thrown nearly to the top of the buildings. A paving stone was thrown through the glass door at 58 William street, the office of E. Wells Sackett & Hankin, lithographers. A member of the firm said that the explosion was very loud, and that the building was shaken by the concussion. He at first thought that a boiler had burst near by. A brick was hurled against a plate-glass window in the liquor store of Holbert & Herrick, at 60 William street, some eighty-five feet distant from the scene of the breaking of the glass. Many persons in the store thought that a boiler in the adjoining cellar had exploded. A glass show case belonging to T. H. Knight, plumber and gas fitter at 60 William street, was shattered, and the pavements and sidewalks for considerable distance up and down William and Pine streets were covered with earth.

Nobody was injured by the upheaval, though at that hour many persons usually pass that corner. A horse that was standing near by, hitched to an express wagon, but his eyes filled with sand. The explosion attracted a large crowd.

It is conjectured that gas leaked from the pipes of the New York Gas Light Company, ran along the spaces between the American Steam Heating and Power Company's pipes, and collected in the man-hole where the steam pipes come together. How the gas was ignited is not known.

## CABLE STREET RAILROADS.

### The System to be Tried on the Tenth Avenue Line to High Bridge.

About fifteen years ago the first cable street railroad was constructed in San Francisco. The city is a jumble of steep sand hills, up some of which it is impossible for a horse to draw even a light wagon. Cable traction was first tried on the Clay street hill. Cast iron pipes, three feet across, were sunk under the tracks. They are slit along the top, the opening being two inches across. In the pipes a 1½-inch endless wire cable runs on pulleys. Engines set about midway of the line keep the cable travelling. The cars are drawn by so-called dummies. The dummy is a covered car, provided with a clutch that extends down through the slit in the pipe to the cable. When the clutch grips the cable the dummy travels at the rate of the cable's movement. When the clutch is released the dummy loses its impetus. For a brake, to slacken or stop the dummy when the clutch is released, two heavy pieces of India rubber are pressed down upon the track between the forward and rear wheels. One car is attached to each dummy. The trains move up the hills, around the turntables, and down upon the other track, going up or down hill with the same speed. They can be stopped within two feet.

A. S. Hallidie, President of the California Wire Works companies, who was the owner of the patents and was the projector of the newer roads, greatly perfected the system. The Sutter, Geary, and California street roads were constructed. Means were devised for crossing cables at right angles, so that cross lines would not interfere with each other, and finally means were invented for turning corners at right angles. Cable railroads are now in operation in San Francisco.

The experiment of substituting cable traction for horse power on New York roads will probably first be tried upon the Tenth avenue road, from Manhattan street to High Bridge. Mr. Henry Hart of the Third avenue railroad said to a reporter of THE SUN yesterday that the President of the road had thoroughly investigated the Chicago cable road with a view to adopting the plan here. Construction of an experimental road will probably be begun this spring, and if the system proves advantageous it will probably be adopted upon Third avenue.

## TWO HEAVY FAILURES.

### Disasters in the Leather and Fruit Trade and Other Lines of Commerce.

Humphrey & Co., dealers in leather at 103 and 105 Gold street, made an assignment yesterday to Enos Wilder, of Wilder & Greenough, importers of hides, 81 Beaver street. The amount of the assets and liabilities is not definitely known, but it is said that the liabilities are in the neighborhood of $300,000 or $700,000, of which about $400,000 is in paper held largely by banks in this city and Boston. Some of the firm's paper must also be held by the trade, for a great deal was offered in the swamp during the past six months. Otherwise the trade will lose very little, as the firm sold its own leather, which it imported largely from Calcutta and Buenos Ayres. It has four tanneries in Tioga county and adjacent counties in northern Pennsylvania. These, with their stock of bark and hides, constitute the assets of the firm. It is not known much such they have there, nor whether it is paid for or hypothecated. Mr. James H. Humphrey, the senior member of the firm, was seen last night by a reporter. Mr. Correll Humphrey, is all in this city. The firm have a branch in Albany, under the name of "Friend Humphrey's Sons," managed by a third brother, Theodore Humphrey. The firm succeeded Friend Humphrey in Albany fifty years ago by Friend Humphrey, who was once Mayor of Albany and a State Senator.

The firm of Colgate & Company failed about twelve years ago, under the name of Humphrey, Colgate & Co. A son of James B. Colgate, the banker, was a partner in the firm. It failed for $300,000, and paid 70 cents. Mr. James B. Colgate remained as a special partner, with $100,000 in the firm. He is the uncle of Mr. James H. Humphrey. The firm was rated as No. 1 and the largest dealers in leather in the country. The announcement of their failure caused great surprise and much uneasiness in the Swamp. Leather dealers spoke in the highest terms of the firm, and said they were men of good character and connections. It was not believed that they had any bad debts, although they might have been injured in a measure if the failures in Western cities should prove true. The general opinion was that the failure was due to the withdrawal of accommodation by the banks. The failure of the leather house of Armstrong & Co., two years ago, was followed by a crash with leather paper, and it was difficult to place it anywhere.

Dealers said no money had been made in leather for a year past, and many had lost heavily. They feared that this entirely unexpected failure would make the banks vet more stringent, and thus bring other dealers into trouble. Some leather dealers must have been some disastrous outside speculation to cause the failure. This was denied by Mr. Colgate and Assignee Wilder. The assignee said that the business should be closed out the affairs wound up as speedily as possible. He said expressly that there were no preferences given. He thought it likely that the creditors would decide to continue the business for the remainder of the year.

Wiley, Wickes & Wing, importers of fruits at 150, 152, and 154 Reade street, made an assignment yesterday to John Slater, giving preferences to Brown Brothers & Co., $5,149.02; by mistake, $10,320.03; to the Hanover National Bank, $8,000, and the Fruit Merchants' Steamship Association, $2,007.28. The assignment was a surprise to the trade, for the firm had been doing an abundant means, although it was said the fruit trade generally was not profitable. The business was very large. The firm had made a credit business of it. The house was established more than thirty years ago. B. W. Wing died in 1876, but his capital remained in the business, and Simon Lyman Wing became a partner. The firm became very popular in the Western cities, and came one of the largest buyers in this market. Mr. Wiley said that the cause of the assignment was the carrying of a very large amount of bad debts. Creditors, so far as he could estimate the liabilities were about $200,000; the assets would probably amount to $50,000. Creditors were scattered all over the country. The Hanover Bank it was thought that the assignment would be only temporary, and that all debts would be paid.

Edward Rowe, of Rowe & Rowe, commission street, made an assignment yesterday to Edward Clearwater, giving preferences to R. A. Vilas, $1,486; Harold Clemens, $550; O. M. Farnsworth, $675, and Brunner & Moore, $469.

Mr. Rowe said the assignment was due to 50 liquepanel street, made an assignment yesterday to Samuel Kramer, giving preferences to Samuel Kramer, $9,702.73; Shoe National Bank, $1,128.32, and I. Tannenbaum & Co., $1,048.18.

J. D. Stone of Chicago, coal merchant, has been closed by the sheriff on an unsatisfied judgment for $1,000. Mr. Stone organized last spring the Wilmington Coal Company, whose mines are at Braidwood, where a terrible disaster occurred recently.

## FINANCIAL AND COMMERCIAL.

### New York Stock Exchange—Sales March 2.

UNITED STATES, STATE, AND CITY BONDS (IN $1,000).

| | | | |
|---|---|---|---|
| 20 U. S. 4s, c | 109½ | 5 Va. con. 3s, c | 68 |
| 2 Mich. 7s, 1891 | 130 | 2 Ala., class A | 41 |
| 1 Ala., class A | 82½ | 5 Ark. 7s due 1913 | 45 |

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

| | | | |
|---|---|---|---|
| 4 Atl. & Pac. 1st | 95¼ | 17 Kel. El. 1st | 96½ |
| 25 Buff. & Hill. 1st | 97½ | 10 Mo. Pac. con | 102 |
| 10 Ill. Cent. sinking | 125 | 3 Mil. L. S. & W. 1st | 94 |
| 1 Col., H. V. & T. 1st | 81 | 28 Mil. Un. Tel. | 84½ |
| 5 Ches. & O. 6s, A | 107½ | 20 Nor. Pac. 1st | 102 |
| 1 Ches. & O. 6s, B | 102½ | 1 N. Y. C. & H. R. 7s | 87½ |
| 22 Ches. & O. cur. | 52½ | 20 N. Y., Lack. & W. 1st | 107 |
| 2 C. B. & Q. 4s, Denv. | 93 | 1 N. J. Cent. con. 7s | 106 |
| 5 Ch. & Alt. R. R. con. | 13 | 1 N. Y., L. E. & W. | 37 |
| 10 Ch. & N. W. sink. | 101½ | 1 Ont. & W. 1st | 98½ |
| 1 Ch. & N. W. 1st | 137 | 8 N. Y. Cen. 6s | 104½ |
| 1 Cent. Pac. c | 113½ | 5 N. Y. Cen. 1st, c | 120 |
| 2 Chic. & E. I. 1st | 108½ | 2 N. Y. & H. 7s, R. | 130 |
| 11 C. & A. 1st | 53 | 5 " L. 1st | 95 |
| 11 C. & A. L. 1st | 147 | 7 Or. R. & N. | 102½ |
| 2 Chic. & Mich. L. S. | 116½ | 1 Phila. & Erie, 1st | 96 |
| 2 Ch. & E. Ill. 1st | 109½ | 10 Pitts. Ft. W. & C. 1st | 135 |
| 7 Del. L. & W. | 86 | 1 Oregon & Cal. | 59 |
| 5 Del. & H. | 104½ | 22 Pac. of Mo. 1st | 115 |
| 1 Del. & Hud. | 107½ | 1 Rich. & Dan. con. | 90 |
| 10 D. L. & W. 7s | 117 | 4 Rome, W. & Ogd. 1st | 71½ |
| 5 Den. & R. G. 1st | 111 | 1 Rome, W. & Ogd. con. | 41 |
| 20 E. T., Va. & Ga. | 73 | 2 Rock Isl. 6s | 122 |
| 1 Ill. Cent. L. G. | 93 | 1 St. L. & S. E. 1st, g. | 90 |
| 1 Ind. B. & W. 1st | 97 | 38 P. & A. Cons. | 107 |
| 1 Int. & G. N. 1st | 90 | 1 St. P. & M. 1st | 109½ |
| 1 Kan. & Neb. | 35 | 1 St. P. & M. 6s | 108½ |
| 1 " | 34½ | 2 Sil. Spr. & N. | 90 |
| 25 Kan. & T. 2d | 65½ | 1 St. L. & S. F. 1st, c | 98 |
| 27 Kan. & T. con. | 29 | 1 " 2d, c | 94 |
| 18 Long Isl. | 88 | 1 " C. R. | 56 |
| 1 L. E. & P. 1st | 85 | 1 St. L. & S. F. 1st, g | 106 |
| 1 H. & P. | 117½ | 1 St. Paul & Sioux City 1st | 92 |
| 1 M. & St. P. con. | 123 | 1 Tex. & Pac. 1st | 72 |
| 1 M. & St. P. 1st | 141 | 1 Tex. & Pac. L. G. | 34½ |
| 1 M. & St. L. | 92 | 1 Tex. Pac. E. T. | 35 |
| 1 M. & S. P. 1st | 107 | 1 West Shore 1st | 111½ |
| W. & M. 7s | 91 | 1 Wab. S. & P. 1st | 77½ |

RAILROAD AND OTHER SHARES.

| | | | |
|---|---|---|---|
| Boston, Ice | | New York & N. | 93 |
| 400 Atl. & G. | 9 | 100 N. Y. & New Haven | 256 |
| 100 A. T. & S. F. | 36½ | 100 Nor. & W. | 15 |
| 100 Boston & Alb. | 127 | 100 Nor. & W., pf. | 34 |
| 2 Bost. & Lowell | 97 | 100 Ohio & Miss. | 34 |
| 100 Bost. & Maine | 144 | 100 Ohio & Miss., pf. | 70 |
| 100 Bost. & Prov. | 140 | 100 Ohio Southern | 31 |
| 100 Bost. & Roxb. | 70 | 100 Ont. & W. | 13½ |
| 100 Bost. & Worc. | 97 | 100 Oregon Imp. | 31 |
| 100 Bost. & Worc., pf. | 125 | 100 Oregon R. & N. | 56 |
| 100 Burlington | 71½ | 100 Pacific Mail | 41 |
| 100 Burlington, scrip | 70 | 100 Pullman | 137 |
| 100 Canada Sou. | 54 | 100 Rich. & Dan. | 24 |
| 100 Central Iowa | 15 | 100 Rich. & Dan., pf. | 52 |
| 100 Central Iowa, pf. | 35 | 100 Rich. & West Pt. | 34½ |
| 100 Chic. & Alton | 137 | 100 Rome, W. & Ogd. | 71½ |
| 100 Chic. & E. I. | 108 | 100 St. L. & S. F. | 15 |
| 100 Chic. & N. W. | 101½ | 100 St. L. & S. F., pf. | 49 |
| 100 Chic. & N. W., pf. | 137 | 100 St. L. & S. F. 1st, pf. | 90 |
| 100 Chic. R. I. & P. | 117 | 100 St. L. & S. F. 2d, pf. | 64 |
| 100 Chic. St. P. M. & O. | 92 | 100 St. L. & S. F. C. R. | 56 |
| 100 Chic. St. P. M. & O., pf. | 124 | 100 St. L. & S. F. C. R., pf. | 94 |
| 100 Col. & Hock. Val. & T. | 34 | 100 St. L. & S. F. C. R. 1st, pf. | 110 |
| 100 Del. & Hud. | 107½ | 100 St. L. & S. F. C. R. 2d, pf. | 70 |
| 100 Del. L. & W. | 86 | 100 St. L. & S. F. C. R. 1st, pf. | 110 |
| 100 Den. & R. G. | 11 | 100 St. L. & S. F. C. R. 2d, pf. | 70 |
| 100 Den. & R. G., pf. | 34 | 100 St. L. & S. F. C. R. 1st, pf. | 110 |
| 100 Den. & R. G. 1st | 111 | 100 St. L. & S. F. C. R. 2d, pf. | 70 |
| 100 Eliz. L. & B. S. | 90 | 100 St. L. & S. F. C. R. 1st, pf. | 110 |
| 100 Eliz. L. & B. S., pf. | 110 | 100 St. L. & S. F. C. R. 2d, pf. | 70 |
| 100 Eliz. L. & B. S. 1st, pf. | 110 | 100 St. L. & S. F. C. R. 1st, pf. | 110 |
| 100 Eliz. L. & B. S. 2d, pf. | 70