THE DAILY RECORD-UNION.

MONDAY ..... SEPTEMBER 25 1882

Meteorological Observations—Taken at Signal Station at the Same Moment.

SACRAMENTO, September 24, 1882—8:02 P. M.

Places of observation.	Height of barom'r.	Thermom'r.	Direction of wind.	Velocity.	Character of weather.	Rain in 24 hours.	State of the weather.
Olympia	30.12	51	N.	Light.	.....	.....	Clear
Portland	30.08	63	N.	Light.	.....	.....	Clear
Roseburg	29.96	65	N.	Light.	.....	.....	Clear
Red Bluff	.....	.....	.....	.....	.....	.....	.....
Mendocino	.....	.....	.....	.....	.....	.....	.....
Sacramento	29.89	64	S.	12	Fresh	.....	Clear
S. Francisco	29.90	56	W.	15	Fresh	.....	Clear
Visalia	29.86	77	N. W.	Light.	.....	.....	Clear
L. s Angeles	29.91	62	W.	Light	.....	.....	Clear
San Diego	29.88	67	N. W.	7	Fresh	.....	Clear

Maximum temperature, 79; minimum, 54.

JAMES A. BARWICK,
Sergeant, Signal Corps, U. S. A.

SECOND EDITION.

A second edition of the RECORD-UNION is issued each day at 2 P. M. bringing the Eastern and coast news up to that hour. By this arrangement the RECORD-UNION will present the latest news obtainable at all points east and north of Sacramento.

The regular morning edition of the RECORD-UNION is carried by morning trains, and is ahead of all competitors as far north as Chico, on the California and Oregon Railroad; west to Benicia, and south to Stockton, and east to Colfax, Folsom and Placerville and all intermediate places. The second edition matter will be found each day upon the third page.

THIS MORNING'S NEWS.

In New York, Saturday, Government bonds were quoted at 119½ for 4s of 1907; 112½ for 4½s; 100½ for 3½s; sterling, $4 83½@4 88½; silver bars, 113½.

Silver in London, 51 11-16d; consols, 100 1-16d; 5 per cent. United States bonds, extended, 103; 4s, 121½; 4½s, 115½.

In San Francisco half dollars are quoted at ½ discount to par; Mexican dollars, 91½@92 cents.

Mining stocks were fairly active in San Francisco Saturday morning, if the record of the Board can be taken as a truthful transcript of the volume of legitimate business. Prices were the strongest at the early call, when most of the Comstocks were a trifle better than the highest quotations at the corresponding Board Friday. At the second call there was a small depreciation in nearly all lines. Outside stocks were largely neglected.

The heaviest and most damaging rain-storm for many years prevailed during the past few days in New York, New Jersey, Massachusetts and North Carolina.

Pinkerton, the detective, has attached the city of St. Joseph, Mo., in a suit for services.

At Chicago, Saturday, the four-year-old stallion, Jay Eye See, beat the best four-year-old trotting record twice in succession, by three-quarters of a second.

The steamer Nuppin, from Shiel's, England, is ashore on the New Jersey coast.

The Republicans of the Sixteenth New Jersey District have nominated A. B. Clark for Congress.

A grand reception was given at Washington Saturday evening to Engineer Melville and party of Jeannette survivors.

Fire at Fort Smith, Ark., also at Waterford, Ont.

General Schofield has been assigned to the Division of the Pacific, vice McDowell.

The Tariff Commission has gone to Savannah, Ga.

Eric J. Leach, of Iowa, has been installed as Grand Sire by the Sovereign Grand Lodge, I. O. O. F., at Baltimore.

It was rumored in London Saturday night that the Queen had again been shot at, but the report proved unfounded.

A terrible railroad accident occurred in Austria, Saturday.

Six thousand miners threaten to strike in North Staffordshire, England.

A fire at Susanville, Lassen county, Saturday, caused a loss of $150,000.

Corbette beat the best pacing record on this coast, at Stockton, Saturday, making a mile in 2:17.

A. M. Dibble and wife were badly injured at Chico, Saturday, by a runaway accident.

The new bridge at Chico was dedicated Saturday.

An Indian and squaw, both drunk, leaped over a precipice 100 feet high near Yale, B. C.

William Finch, shot at Arbuckle, Colusa county, Thursday, died of his wound Saturday.

Abdallas Pasha, instead of being shot by his own men, has surrendered to the British.

The Grand Cheerif of Mecca has been deposed, and Abdallah Abricant installed as his successor.

A man and woman were drowned Saturday in a canal lock at Brunswick, N. J.

Heavy frosts are reported in Iowa, Illinois and Indiana.

The Prohibitionists of the Ninth Wisconsin District have nominated P. Woodmanza for Congress.

B. N. Dean has been nominated for Congress by the Prohibitionists of the Fifth Illinois District.

Stephen Day, aged 70, was robbed at Mount Holly, O., of $13,000—the savings of a lifetime.

The funeral of the late Matthew Brady, Assistant Chief Engineer of the San Francisco Fire Department, took place in that city yesterday, and was largely attended.

Joseph Wisenniller was accidentally drowned at Santa Barbara yesterday.

General Wolseley and Admiral Seymour are to be raised to the peerage for their distinguished services in Egypt.

Late advice from Alaska are given this morning in a dispatch from Port Townsend, W. T.

Three shots from a pistol in the hands of a drunken man had the effect of quickly clearing a restaurant at Truckee last night, though no one was hurt.

The steamer Lepanto and steamer Edam came in collision at sea September 21st, and the latter was sunk, drowning two of her engineers.

The contributions to the Garfield Memorial Hospital fund to date amount to $80,000.

In a fight between officers and two murderers who resisted arrest, in Marion county, Kentucky, one of the latter was killed and the other captured.

President Arthur will visit Boston and Marshfield on the 11th and 12th of October.

The Lord Bishop of Rochester, England, is at St. Louis.

The Sultan has ordered the immediate surrender to Greece of the whole frontier fixed by the International Commission.

George Allison accidentally killed himself yesterday at Holly Springs, Miss.

John McNamara was kicked by a horse in San Francisco yesterday, and seriously injured.

It has cost Chile $30,000,000 to the present time to prosecute the war with Peru.

The recent earthquake caused $250,000 damages in Panama, and $100,000 in Aspinwall.

For Saturday's telegraphic news and other matters of interest, see fourth page.

AN INTERESTING case is under advisement by a San Francisco Court. The law makes it a crime to admit or permit a child under 16 to enter or remain in a saloon or any place of entertainment where liquors are sold, exchanged or given away. Three girls, from 8 to 12 years of age, were sent to a saloon by their parents for beer, and were admitted and the beer sold to them. The defense is that the law does not apply to children sent by their parents on an errand. How the defendant manages to squeeze such an idea from the cold and dry letter of the law, or its evident spirit and purpose, either, is more than ordinary mortals can divine. It is difficult to see how parents can give permission for the violation of the law. It is a law for police regulation in society, and not for parents merely, who may or refuse to consent to its avoidance.

THE Reno *Journal*, which is near the Nevada cattle fields, believes we will have to wait a long time for the price of beef to decline. The present high prices stimulates cattle-raising, but the supply must equal the demand before rates fall back into the old groove. It adds that two years hence we may look with reason for millions of cattle upon the plains of the West, covering vast tracts that have never yet been pressed by a hoof, and it points out that no field is so inviting or promises such large or quick returns as that of cattle-raising, if only one is willing to rough it and be patient.

A SUPREME COURT in Massachusetts has held that the ringing of a factory bell at 6 A. M. is a nuisance and must be abated. The Court holds that bell-ringing to the disturbance of the quiet of those who wish to rest in the early and in the late hours, is unwarranted and unnecessary. That decision might well be applied to other localities—as, for instance, where church bells are rung at sunrise to warn a few worshipers, but to the discomfort of the sick and those who need rest and quietude.

"A VIRGINIA physician says he has never known an habitual consumer of tobacco to have typhoid fever." Pshaw! Two to one that doctor was employed to say that by some large Virginia tobacco-house. The statement carries falsity with it, or else the doctor never treated a case of typhoid fever.

[illegible] expresses to his countrymen surprise [illegible] that the anti-Jewish movement should have taken such deep root among them. The agitation is, he declares, nothing but a trade carried on by certain persons for the purpose of profiting by the passions of the thoughtless.

THE Colusa *Sun* wants a law passed taxing the implements of murder. Very good; how much tax would it be proper to put on a walking-cane, a club, or, for the matter of that, a boot-heel or a man's fist? They may be implements of murder.

The *Independent* says: "What Redding needs very much just now is some sort of a social club or society in order that the young folks may have some place to profitably and pleasantly spend these long evenings." Permit us to suggest—home.

A SF. LOUIS reporter described Princess Louise as fat and fair. A San Francisco reporter pronounces her tall, slender and pale. Really, these men of the press are sometimes very nearly right.

AN exchange thinks that it was very unfortunate for Arabi that he was not a star rosite thief, as he would certainly have escaped had such been the case.

THE San Francisco papers admit that that village was visited by some remarkably hot weather last week. Well! well!

THUS far this has been the dullest canvass, so far as political issues are concerned, ever known in California.

THE RAILROAD CONTRACT SYSTEM

The *Argonaut*, in its last issue, discusses the railroad contract system in a very forcible manner, showing that the current denunciation of that system is without any justification in fact, and that the contracts entered into between the railroad and the shippers are based entirely upon commercial principles which are everywhere recognized and acted upon. In truth the position of the Republican party upon this question is utterly indefensible. Its plank demanding that the making of contracts between the railroad and shippers should be declared a criminal offense is really a startling illustration of the recklessness of demagogues. The men who drafted that plank, the committee that adopted it, and the Convention that ratified it, were each and all ignorant of the subject, each and all proceeded upon the vaguest hearsay evidence, yet each and all were willing to commit themselves to a proposition which from beginning to end is unjust, calumnious, and absurdly impracticable. It would really seem that the people who advance these preposterous and imbecile propositions had worked themselves, through constant hearing of their own platitudes, into the belief that the railroads were absolutely without any rights, either in law or equity; that they were public enemies, and that they deserved no more consideration than so many pirates. No other frame of mind can explain the rabid ferocity of the partisan attacks upon the transportation interest, or can account for the predominant unreasonbleness of the views held concerning it. As regards the contract system it is the simple fact that there is nothing wrong, unfair, oppressive or objectionable about it. The railroad proposes to give special facilities to any shipper who will give all his business to it. The very form of the proposition presupposes the consideration that this arrangement shall be advantageous to the merchant. He is under no compulsion. He need not make a contract. If he declines to do so the open rates are at his disposal. It is not and never has been true that the open rates are purposely put so high as to compel merchants to enter into contracts. That is a falsehood deliberately invented by the anti-railroad howlers in order to justify their malignity.

The fact is that any merchant can ship by the open rates without inconvenience, and that thousands do so ship constantly. If merchants who are in particular lines find that their rivals in the same lines are underselling them because those rivals have contracts, and if the merchants are thus compelled to seek the same advantages, they have no right to complain. They are thus only subject to the competition which is the life of commerce. The business of railroads is to carry freight and passengers, and it is their duty and interest alike to use all methods which can increase their traffic and returns. No greater nonsense has ever been talked on any subject than on this contract system, and no man has ever talked more of this nonsense than Mr. Estee. The contract system is neither more nor less than an application of venerable business principles. It is not a novelty. It is as old as commerce. It is not a form of coercion or oppression. It is necessarily mutually advantageous to the railroads and the merchants. As a matter of course it is intended to rival and if possible break down ocean competition. It is the express business and function of the overland railroads to compete with the ocean. That is what they were built for, among other things, and he must be a simpleton indeed who thinks seriously that their competition with the ocean route is a valid cause of complaint against them.

A great attempt has been made to show that the guarantees inserted in the contracts are humiliating to the shipper. This is balderdash. No honest man can find fault with these guarantees. When Richard Harrison did so he made it apparent that what he really wanted was a contract so loosely drawn that he would be enabled to cheat the railroad company under it. He was enraged because the company had the business shrewdness to demand guarantees for the faithful performance of his stipulations. And that is the true explanation of whatever denunciation of the system comes from actual shippers, though we are confident that if the customers of the railroad could be polled, not five per cent. of them would be found to have any cause of complaint in the premises. The railroad says to its customers: "We will give you special rates if you "will give us all your business; but since "if you do not give us all your business "we shall lose by the contract, we ought "to be allowed to assure ourselves, should "doubt arise on that point, that you are "dealing fairly with us." That is all there is of it. And it is therefore perfectly clear that those who object to the guarantees in the contract are men who do not want to make any contracts unless they can get the better of the party of the other part. What possible objection can an honest shipper have to the conditions inserted? If he is acting in good faith he certainly cannot be ashamed to show that he is doing so. The conclusion is inevitable that only those who are not acting in good faith have any reason or motive for objecting to the guarantees demanded.

But the truth is that the guarantees referred to were adopted in the first place at the instance and request of honest shippers, to protect themselves and not the railroad, against the tricks of unscrupulous rivals who were not above attempts to swindle the corporations at every opportunity. Yet these guarantees have been the target at which every demagogue and malignant has fired his most venomed shafts for months, and when they are set aside there remains very little of the indictment against the contract system. In fact this whole attack is by far the most flimsy and insubstantial that has been made, and it does not need any gift of prophesy to predict that if a legislative committee is ever directed to investigate a bill drawn in accordance with the Republican platform, it will be compelled to report that there is literally no cause of action in the premises; that the charges preferred are wholly false; and that the contract system is in every particular as legitimate and as beneficial to the public as the most general and the best established practices of ordinary commerce. The clamor against the system has been as conspicuous for ignorance as for ferocity. It has had neither reason nor fact behind it. It is one of those sham issues which are nowadays manufactured by demagogues expressly for campaign purposes, and are never intended to be heard of after the campaign. It has been taken up and diluted upon by men who have no transportation interests; who do not ship a pound of anything from one year's end to another, and who have no business knowledge of the question. As to the merchants of California, they know that the contract system benefits them, and that is why they avail themselves of it. There is not a business man of any sense who is not prepared to take all the advantage he can obtain in this way, and there is not one who does not fully understand that when he signs a railroad contract he is going to benefit himself, and that no compulsion is necessary to induce him to do that. The contract system, in short, is a simple, practical business system, which introduces no new principles, and which is mutually advantageous to the parties on each side. The denunciation of it on the other hand is political humbug and buncumbe, and only serves to gauge the demagogism and dishonesty of those who engage in it.

THE cities of Baltimore and Boston by ordinance now prohibit the sale of the toy pistol. Suppose Sacramento puts herself third on the list, before the Christmas holidays.

MODEST MR DOYLE

Mr. Doyle's weekly lucubrations on railroad questions are no doubt very interesting, but he has thus far written nothing which could match in popular attractiveness that explanation of his remarkable conversation which he so strangely withholds. When he was a Railroad Commissioner he defended the railroad; showed the folly and impracticability of the "cost of service" doctrine; and generally reported in favor of almost every principle of transportation which he now contemns and assails. Yet notwithstanding repeated reminders of the anomalies of his record, he has hitherto preserved a strict silence on the subject. Nothing can drag from him the slightest reference to his own flagrant inconsistency. He avoids all reference to these matters in his "interviews," and confines himself to laying down the law in a truly marvelous manner, upon the railroad question. His latest suggestion seems to indicate that he has in the course of his multifarious reading come across some account of Jack Cade, and that the excellences of that patriot's character have inflamed him with a spirit of emulation. For he gravely proposes that the Legislature shall provide for the forfeiture of the railroad charters in the event that the corporation dares to appeal from the arbitrary and quite conceivably inequitable and injurious decrees of the Railroad Commission. He says, somewhat confusedly, that he would not prevent the companies from appealing; but if they did appeal he would take away their charters. The only thing that surprises us in this connection is that any person capable of consecutive thought should regard Mr. Doyle as a safe or trustworthy guide upon this or any other question, or should fail for a moment to realize that he is an impudent and shallow demagogue, whose sole purpose is to get himself nominated for Railroad Commissioner, to the end, presumably, that he may have another opportunity of turning a somersault, and for the second time swallowing all his views upon the transportation question.

THE EGYPTIAN PROBLEM

The Damietta garrison has surrendered, and there is now no organized resistance to the Khedive's authority in Egypt. The European powers are, however, beginning to get warmed up to controversy over the Egyptian situation, and in France some irritation is being exhibited because England manifests no present disposition to propose the revival of the Joint Control. Of course there is no justification for any such feeling. France, of her own motion, refused to participate in the subjugation of Arabi Pasha's rebellion, and in taking that decision she abandoned whatever hold she previously had upon Egypt. England has done all the work, and she would be very foolish if she allowed France to come in upon equal terms now. The French people cannot play a double role. They cannot have their cake and eat it too. If they prefer isolation they must accept its humiliations and losses. They cannot hold aloof, and then share the rewards of active intervention. However bitter the Egyptian pill may be to them, they will have to swallow it, and the fewer wry faces they make the less they will be laughed at. It is rumored that Russia also has expectations and intentions. Some think that she proposes to claim or seize the whole of the Balkans as her share of the crumbling Turkish Empire, on the pretense, it is to be presumed, that England has virtually annexed Egypt. But Germany will have something to say to that, for Bismarck cannot afford to let the sick man die yet, and he cannot afford to let Russia strengthen herself any more at this time. England, with an army in possession of Egypt, and backed by Germany, can unquestionably withstand all the rest of Europe safely. It is not to be supposed that Mr. Gladstone will deem it prudent to withdraw the army from Egypt until the question of the disposition of that country is settled. To do so would be unpardonable folly at the present juncture, for it would be to encourage aggression on the part of France and Russia, and possibly Italy also.

THE DEMOCRATS AND FREE TRADE.

We notice that several of the Democratic State Conventions this year have put in their platforms a plank demanding a revenue tariff. This indication of a return to the original Free Trade principles of the party would have greater significance but for the fact that when last the Democrats assembled in National Convention, they were afraid to mention Free Trade in their platform, and in going to the country care fully abstained from saying anything in its favor. They have since perceived that the feeling against the protective system is extending, and the State Conventions show a determination to make use of the growing dissatisfaction. But it is evident that the party will have to put the issue in the very front of its national platform before it can gain any advantage from it, and that these State manifestations will not remove the distrust engendered by its evasive policy during the last Presidential campaign. It is quite possible that this may be the most important issue before the country in 1884, but whatever party takes it up will have to convince the friends of revenue reform that it has convictions on the subject.

A MEDIÆVAL REMINDER.

The story of the fierce and fatal combat between two bands of cowboys in Texas the other day takes one back to the middle ages. The story is to the effect that two cattle-owners, each possessing a large herd, quarreled concerning some stock which had got mixed, and to settle the dispute it was proposed that six men from each band should fight. The men seem to have agreed at once, and the selected parties met on horseback, and fought with pistols until one party was nearly exterminated, and fled. As the cowboys are by no means agreeable neighbors, few will find fault with the caprice which thus led them to slaughter one another. In fact it would not retard the progress of the borders if they could be induced to imitate the Highland clans of Chattan and Quhale, which fought out an hereditary feud in the lists before King James, and thus relieved the monarch of the difficult task of keeping them in order. If only the cowboys would take sides and emulate this historical example they would have lots of fun, and civilization on the frontiers would advance much more rapidly for some time thereafter.

THE PENNSYLVANIA CAMPAIGN.

The Pennsylvania campaign begins ominously for the Cameronians. In fact it looks as though the recent rumor that Beaver was already beaten, was true. The Independents evidently have the people with them, and their attack upon the political system known as "Bossism," promises to be very effective. The "bosses" indeed are so vulnerable that they may be said to have no other defense than that which they derive from the "machine," and that is not going to help them much this year in Pennsylvania.

In alluding to a new style of railroad carriage which the London and Northwestern Company has added to its fast Liverpool train, the London *Times* makes this frank admission: "The adoption of this novelty is mainly due to the protests of the very large and increasing public which is constantly visiting our shores from beyond the Atlantic." The gratitude which the English travelers ought to feel toward their American cousins is indicated by the fact that the *Times*, in describing the new car remarked with evident satisfaction and surprise that "the necessity for using foot warmers is obviated by an ingenious arrangement of hot-water pipes running under the seats and around the compartments."

LAST NIGHT'S DISPATCHES

The Great Floods—Pacific Coast Postal Changes—An Old Man's Fortune Stolen—Collision at Sea—The Frost in the Northwest—Nominations for Congress—Relief Expedition Turned Back by Ice—Affairs in Foreign Lands—Etc.

[SPECIAL TO THE RECORD UNION.]

DOMESTIC.

The Great Freshets.

JERSEY CITY, September 24th.—Immense damage was done in Hudson county, N. J. Entire sections of Jersey City and Hoboken were inundated, cellars and basements being flooded. The inhabitants are taking refuge on the upper floors. On Jersey avenue the wooden pavement was hurled into the mouth of the sewers, completely choking them and the waters backing up, swept into the houses, destroying carpets, etc. The Morris canal overflowed and the towpaths were washed away. A section of one of the main sewers, 28 by 6 feet, was forced bodily out of place, and the rushing waters dashed into the air thirty feet. Dwellers on the meadows were rescued by boats and rafts. In Weehawken the lockup was flooded to a depth of three feet. The macadamized road was ruined for a distance of a mile and a half. The water mains and reservoir were greatly damaged. The new tunnel on the New York, Ontario and Western Railroad was damaged between $80,000 and $100,000. The western outlet of the tunnel opens into an open cut about three-quarters of a mile long, with walls 65 feet high, which gave way, and an immense amount of sand and rocks was swept into the cut. Two large steam shovels and about eighteen cars were buried out of sight. The constructing track was covered with rock and sand to the depth of six feet. After the landslide, the blacksmith shop and boiler-room tumbled into the cut. A number of shafts are partially flooded. It will take two months of hard work to repair the damage. A washout 1,000 feet long is reported on the short city railroad between Rutherford and Saddle river. A large force of men and two construction trains have been at work all day repairing damage. A washout twenty-five feet long occurred near Hackensack bridge, and another washout is reported on the line of the Northern Railroad. One train was twenty-four hours late, and another did not arrive at all. The Erie Railroad will have all the trains running regularly to-morrow.

PLAINFIELD (N. J.), September 24 h.—French's dam, the last dam but one remaining on Green brook, in this city, gave way at 10 o'clock last night. The flood then carried away two frame buildings on Somerset street. A large hole was washed through French's four-story carriage works. The remaining arches of the Grove street bridge were swept away, as well as most of the other bridges between the city and Green brook. Three stone bridges on Cedar brook were demolished, and two overflowed, cutting off communication with a large part of the city. Fred Moon, a boy, was lost off one of the bridges on Green brook, by overflow, destroyed a large section of Somerset street, cutting off the only thoroughfare for the people of Washington valley in bound. The brook rose suddenly, flowing ten feet deep through Main street, lined both sides with stores. The water rose over the show-cases, and a large amount of goods were ruined. In the Ramsie Hotel the water was almost to the top of the bar. One family was rescued from the house by a boat. The Elm Park Hotel was submerged almost to the top of the roof. At Eostein's mills the water rose over the looms. It will take a month to get the mills in operation again. Two hundred operatives are thus idle. The Lehigh Valley Railroad bridge and a long stretch of track was washed away. The Central Railroad of New Jersey was undermined to a depth of three feet, and the depot platforms washed away. The banks of the Delaware and Raritan Canal gave way, and the river became one stream. One lock was destroyed. The water overtopped the Western Union switch-board, and some poles were prostrated. The flood was the highest ever known.

TRENTON (N. J.), September 24th.—The freshet here caused damage of about $200,000. Assanpenk creek overflowed, forming a lake about a mile long and about 600 yards wide. The current rushed to the Delaware river, causing havoc on the way. The rubber mill, potteries, slaughter-houses, ice-houses dwellings, barns, stables, outhouses and sheds were submerged, and many carried off. Railroad tracks, depots and bridges were washed away. Travel is interrupted. Small boats sailed around the main depots, and the cars were submerged. William Christopher, aged 15, was drowned.

BORDENTOWN (N. J.), September 24th.—A washout is reported a few miles from here on the Pennsylvania Railroad. An engine was overturned, with a number of passenger cars and ditched. A wall built in 1831 went down last night.

NEW BRUNSWICK (N. J.), September 24th. The lower part of the city is deluged, and thousands of dollars worth of property lost. The rainfall in fifty-eight hours was over thirteen inches. All the stores and warehouses in the lower Burnet street are damaged. The water is up to the counter and the goods are all at. People are in boats on the lower street, and the bridges are thronged with people gazing at the flood.

PRINCETON (N. J.), September 24th.—Bridges were washed away here, lumber yards floated off, mill properties badly damaged, roadways made impassable, live stock drowned and railroad travel suspended. The canal bridges are wrecked and the canal bank has given away.

NEW YORK, September 24th.—Last night's trains did not get here till this afternoon.

POUGHKEEPSIE (N. Y.), September 24th.—The storm was severe along the Hudson. The New York Central Railroad has only a single track between Spuyten Duyvil and Tarrytown street, New York. The streams are filled with wreckage.

SYRACUSE (N. Y.), September 24th.—Canal navigation is resumed again. Thirty soldiers were drowned in the railroad disaster yesterday.

WATERBURY (Conn.), September 24 h.—Three inches of rain fell in three hours here Saturday night. The streets were inundated, and cellars flooded. The hill streets are impassable for teams. Naugatuck river has overflowed. The supports of the costly iron bridge in process of construction were washed away, and the completed portion fell, causing a loss of $15,000.

NORTH ADAMS (Mass.), September 24th.—Two washouts on the Troy and Greenfield Railroad delayed the Boston sleeper six hours. Several bridges were carried away. The Hoosac river rose four feet higher than usual. The dam constructing at Residsboro is damaged $12,000. The Troy and Boston Railroad is under water.

FREDERICKSBURG (Va.) September 24th.—Four mills on the lower Rappahanock near Ware's wharf were washed away by the terrible rain-storm. Great damage was done to crops and other property. The storm extended fifty miles inward from the coast.

Turned Back by Ice.

WASHINGTON, September 24th.—General Hazen, Chief of the Signal Service Bureau, has advices that the supply expedition which started in the steamer Neptune from St. Johns, N. F., July 8th of this year, with additional stores for Lieutenant Greeley's party, returned Saturday to St. Johns, having been unable to reach Lieutenant Greeley's vessel. She encountered a solid ice barrier extending from Cape Bridgfield to Ross Bay. Lieutenant Greeley's station is in latitude 81 degrees 40 minutes, while the vessel only reached latitude 79 degrees 20 minutes. The party remained until September 5th, at which date ice formed to a depth of four inches, and it remain longer would be to remain for the winter. The Neptune was enabled to establish depots to secure Lieutenant Greeley's safe retreat, should it become necessary a year or two hence. No anxiety for the safety of Lieutenant Greeley's party is entertained. They are amply supplied with stores of all kinds for at least two years. The impossibility of annually reaching the station was foreseen and provided for.

Excitement in Dakota.

GRAND FORKS, September 24th.—Great excitement has been created in Devil's Lake county by a survey of the land on the north shore of the lake, forty by twenty miles, now in progress under the direction of Lieutenant Scott, with a view of incorporating it in the Fort Totten reservation. The land has already been seized upon by squatters, who made extensive improvements for speculative purposes. Indignation meetings are being held and protests are being entered at Washington. As orders come from the War Department in General Terry, and the survey is being made under his direction, a reporter called at Fort Snelling to-day, where it was learned, in the absence of General Terry, from the officers there that the intention of the Government in setting aside the reservation was to protect the rights of actual settlers, and not permit a clique of a few persons to gobble the choicest tract of land in all Dakota. In the opinion of the officers at the fort, the hue and cry alleged to have been made by the mass meeting of citizens at Devil's Lake city was merely the trick of a clique which squatted in that vicinity for the purpose of securing possession of the very territory which the Government is determined that every actual settler shall have an equal show at. It is also stated that the Government is thoroughly posted on the exact situation at Devil's Lake. The move is in fact directly in the interest of the people, and would prove to be such. It is believed that just as soon as possible north Dakota will understand what the real intent of the Government is, and that they will most cordially indorse it. The fact is that Mr. Creel and other squatters have seized upon thousands of acres, are holding them against settlers, and have been doing so for some time. A regular system of guards and countersigns has been established, and notwithstanding the survey proposed would circumvent this land-jumping scheme.

President Arthur's Visit to Massachusetts.

BOSTON, September 24th.—The date of President Arthur's visit to Boston and Marshfield has been postponed to October 11th and 12th. He will arrive on the morning of the former day, and therefore the reception and entertainment in Boston on the 11th, and on the 12th will go to Marshfield.

The Garfield Monument Hospital.

WASHINGTON, September 24th.—A. S. Solomans, of this city, Chairman of the Committee on Ways and Means of the Garfield Memorial Hospital, has received advice from Consul Piexotto at Lyons, France, that he opened a subscription at the Consulate in aid of the proposed hospital, and that 15,000 francs has been handed him. The contributions to the hospital fund to date amount to $80,000.

Collision at Sea.

NEW YORK, September 24th.—The steamer Lepanto, from Hull, England, came in collision with the steamer Edam September 21st, the latter foundering. The passengers and crew of the Edam were picked up by the Lepanto, and brought to this city, arriving to-day. Two of the engineers of the Edam were lost. The Edam belonged to the Netherlands Royal Mail line, and sailed from Jersey City for Amsterdam on the 20th of September. Another account states that as soon as the collision occurred, heart-rending appeals to be saved filled the air, and boats were lowered and sent through the fog in search of the stricken vessel. But they returned some thirty persons had reached the Lepanto in the Edam's boats and requested to be taken on board, as their ship was sinking. A few moments later the remaining passengers arrived, and were taken aboard. The Lepanto's boats returned unable to find the sinking vessel. The captain of the latter was J. H. Tait. He called the roll of his passengers and crew and found two seamen missing, John Vorgyt and Nicholas Lundecker. He carried, he said, thirty passengers, among whom were four ladies, and a miscellaneous cargo. While calling the roll an explosion was heard, which told that the Edam had blown up. The Lepanto's boat cruised for hours in search of the missing seamen, but failed to find them. At daybreak of the 22d the Lepanto continued her journey. The collision was due to the heavy fog. A moment after the Lepanto struck the Edam, the latter was invisible to the former. The passengers and crew lost everything.

Circus Train Wrecked.

NEW YORK, September 24th.—The *World's* special from Nashville, Tenn., says: Sells' circus train, consisting of twenty-three cars, in two sections, was wrecked in East Tennessee this afternoon on the Richmond division. The first section ran off the track, and the second section ran into the wreck, causing great loss of life and doing much damage to the show property. Six men were killed and a large number injured. Many animals were killed, injured and released. Further details cannot be obtained, as the telegraph operator left his post after sending these meager particulars.

Proposes to Enjoy Himself.

NEW YORK, September 24th.—The *Sun* says that Jay Gould is going to leave New York for a two years' voyage around the world. He is making all necessary preparations for it. He has been studying John Russell Young's book, "Around the World with General Grant," and is building, or is going to build, the largest and fastest steam yacht afloat. He hopes to be ready for his trip by the 4th of July next.

An English Lord Bishop on a Temperance Tour.

ST. LOUIS, September 24th.—The Lord Bishop of Rochester, England, accompanied by Robert Graham, Secretary of the Church Temperance Society, arrived here last night, and are the guests of Bishop Robertson, of the Episcopal Church. The Lord Bishop preached twice to-day, and Mr. Graham three times, and to-morrow they hold a temperance meeting. Wednesday they leave for Kansas City and Denver, where they speak on the subject of temperance.

Postal Changes for the Pacific Coast.

WASHINGTON, September 24th.—The following Pacific coast postal changes are announced: Muncy, White Pine county, Nevada; Jacob Cameron, Postmaster. Postmasters appointed—Juab, Juab county, Utah, Albert L. Jackman; Sterling, San Pete county, Utah, John S. Peacock.

Fight Between Officers and Murderers.

LORETTO (Ky.), September 24th.—Officers in search of Richard and Wm. Skagger, the Indian murderers, found them at Scott's Hedge, Marion county. The murderers refused to surrender, and opened fire on the officers, when a general fight began. Richard Skagger was killed and Wm. Skagger captured. None of the officers were injured.

The Frosts in the Northwest.

CLINTON (Ill.), September 24th.—Reports from Dewitt and adjacent counties are to the effect that the recent frost proves an advantage to the corn, checking its growth and causing it to mature much more rapidly than it would otherwise have done.

DIXON (Ill.), September 24th.—The recent frosts ruined the corn in this section. Where half a crop was anticipated only a little for fodder will be gathered.

Nominations for Congress.

NEW LONDON (Wis.), September 24th.—The Prohibitionists of the Ninth District have nominated H. P. Woodmanza, of Oconto, for Congress.

ELGIN (Ill.), September 24 h.—The Prohibitionists of the Fifth Congressional District have nominated B. N. Dean, of Belvidere.

The Irish Question.

WATERBURY (Conn.), September 24th.—Mayor Kendrick presided at a lecture to-night on the Irish question by A. M. Sullivan, member of Parliament.

Savings of a Lifetime Stolen.

NEW COMERSTOWN (O.), September 24th.—Intelligence is received from the village of Mount Holly that Stephen Wade, aged 70 years, secreted the savings of a lifetime, $13,000, in a tin box in his house, and during the temporary absence of himself and wife some unknown person entered the house and stole the entire contents.

Accidentally Shot and Killed.

JACKSON (Miss.), September 24th.—George, son of Judge Allison, accidentally killed himself at Holly Springs to-day.

Yellow Fever.

NEW ORLEANS, September 24th.—The *Picayune's* Pensacola special says there are thirty-nine new cases of fever there to-day, and four deaths.

Escape of Children.

NEW YORK, September 24th.—Thirty children escaped to-day from the Juvenile Association.

Thermometrical.

NEW YORK, September 24th—Midnight.—Highest temperature to-day, 71°; lowest, 52°.

CHICAGO, September 24 h.—Highest temperature to-day, 65°; lowest, 45°.

FOREIGN.

Affairs in Egypt.

ALEXANDRIA, September 24th. — The Khedive has offered the British Consul-General the grand cordon of the Order of Osmanli, the highest decoration he can bestow.

The Khedive leaves for Cairo to-morrow. He invited Admiral Seymour to accompany him, but the latter was unable to accept the invitation.

A solemn service of thanksgiving for the British pacification of the country was held in the Catholic church here to-day. The congregation was very large, and included foreign Consuls, British military authorities and a deputation from a number of regiments. A requiem mass will be sung to-morrow for the victims of massacres and for those killed in battle.

PORT SAID, September 24th.—The British troops sent to occupy Gamileh returned after dismounting the guns and removing the ammunition. It is not intended to keep a garrison at Gamileh. The people there have resumed their ordinary occupations.

CAIRO, September 24th.—Elaborate preparations are making for the reception of the Khedive. The Khedive has ordered the route of entry to be changed in such a way that he shall pass the houses of Arabi Pasha and Toulba Pasha. The European residents and European officers in the service of the Khedive violently denounce Arabi Pasha. They say hanging is too good for him.

CONSTANTINOPLE, September 24th.—It is said the Grand Cheriff of Mecca was deposed on account of having treasonable relations with Arabi Pasha.

GENEVA, September 24th.—The men engaged for police in Egypt must not be under 20 nor over 40 years of age. Frenchmen and Italians are ineligible. The pay is from 25 to 30 francs per month.

Suspects Remanded.

DUBLIN, September 24th.—Eight men at Armagh, charged with treason and felony, four of whom were only recently liberated from Kilmainham Jail, have been remanded. It is understood that the Crown has obtained evidence from an informer, who made extraordinary revelations in regard to the existence of a widespread conspiracy.

The Turko-Greek Frontier Question.

CONSTANTINOPLE, September 24th.—The Sultan has ordered the immediate surrender to Greece of the whole frontier fixed by the International Commission. Representatives of the powers, who, at the invitation of an Embassador, assembled to discuss the Turko Greek frontier question, dissolved their meeting on learning of the settlement of the difficulty.

Unfounded Report.

LONDON, September 24th.—There is no foundation whatever for the rumor that the Queen was shot at yesterday at Balmoral.

Return from Moscow.

ST. PETERSBURG, September 24th.—The Emperor and Empress arrived at Peterhof Palace to-day, on their return from Moscow.

To be Raised to the Peerage.

LONDON, September 24th.—It is officially announced that General Wolseley and Admiral Seymour will be raised to the peerage, in acknowledgment of their recent distinguished services in Egypt.

Thanksgiving Service.

LONDON, September 24th.—The churches of England all held thanksgiving service to-day for the success in Egypt.

Gone to Pieces.

RONDEAU (Ont.), September 24th.—The steamer Picton has gone to pieces. Most of the cargo was saved.

Advices from Panama.

PANAMA, September 24th.—The cost of the war with Chile at the present time is fifty [illegible] have continued since [illegible] was done in this city [illegible] losses here amount to [illegible] in Aspinwall. There [illegible] ill their fish as soon as [illegible] the water, preventing [illegible] and having their [illegible] the superiority of the [illegible] men, when compared [illegible] die slowly in French [illegible] M. Baule, "very

PACIFIC SLOPE.

Advices from San Francisco—Shasta County Democratic Nominations—Accidental Drowning—Affairs in Alaska—Shooting Affray at Truckee—Items from Oregon—Etc.

[LAST NIGHT'S DISPATCHES TO THE RECORD-UNION.]

CALIFORNIA.

The Sand Lot—Library Organized—The Land League.

SAN FRANCISCO, September 24th.—The meeting at the sand lot was quite large this afternoon. Denis Kearney delivered the principal speech.

The Spanish library was organized this afternoon, the preliminary steps toward which were taken sometime since. A full board of officers were elected, and a constitution and by-laws adopted. An entertainment will soon be given to assist this organization.

The Executive Council for California of the National Land League met this afternoon to consider the proposition to invite A. M. Sullivan, now visiting the United States, to include San Francisco in his lecturing tour. It being ascertained that Secretary Kemmy had forwarded, in accordance with instructions of the Council, an invitation to Mr. Sullivan, who is now in Chicago, to visit San Francisco, a reply to which is daily expected, the President was authorized to call the executive body and a delegation of four from each Irish Society together, should a favorable answer be received.

Base Ball—Burglars Captured—Boy Hurt.

SAN FRANCISCO, September