AFFAIRS OF THE RAILWAYS.

Queer Features of the New York Central and the Canadian Pacific Alliance.

A railroad official whose duties throw him into the company of many of the leading railroad official of the country says that all are looking on with amazement at the action of the Vanderbilt people in establishing close traffic relations with the Canadian Pacific. The surprising feature is that every passenger the New York Central gives the Canadian line and every pound of freight to the West is taking just that much business from Western interests of the Vanderbilts, and it is at the present time telling on the earnings of the roads west of Buffalo in which the Vanderbilts are part owners. Indications are that a more direct line and closer traffic relations are contemplated. The fact that plans have been prepared for a connection between the Adirondack & St. Lawrence and the Canadian Pacific indicates two things. First, that the proposed road through the Adirondacks is not to be built for pleasure travel into that forest region alone, and, secondly, that the Canadian Pacific-Vanderbilt alliance is to be made still closer. The northern terminus of Dr. Webb's railroad, as now planned, is at Malone. The Canadian Pacific management stands ready to meet Dr. Webb or the Vanderbilts more than half way in constructing a short line from Malone to Valleyfield or from Malone to Lachine bridge, where direct connection would be made with the Canadian Pacific. It would materially shorten the distance between New York and Montreal and New York and Quebec. And incidentally it would make the passageway now being opened by Dr. Webb through the Adirondacks the main highway for a large and important Canadian traffic. As proof of Dr. Webb's intimate relations with the Canadian Pacific the fact may be cited that on July 1 the energetic Doctor proposes to run a train of entirely new vestibuled cars from New York to Montreal via the New York Central, the Rome, Watertown & Ogdensburg, and the Canadian Pacific. This train, the Doctor intends, shall be the finest and fastest ever run from New York to Montreal. It will make only three stops en route.

Personal, Local and General Notes.

The Canadian Pacific has secured terminal facilities at Seattle from the Oregon Improvement Company.

The Erie has issued an order, and also the Chicago & Erie, prohibiting the throwing of wares into the laps of passengers by newsboys.

The trains which carry Robinson's circus were yesterday hauled over the Vandalia from Logansport to Indianapolis, via Terre Haute, 189 miles, in ten hours.

The Chicago & Eastern Illinois again shows increased earnings. The first week in July the earnings were $72,420, an increase over 1890 of $14,800, or 26 per cent.

The passenger department of the Chicago and Ohio River Association will to-day hold a special meeting in Cincinnati, and troublous times are looked for over certain rate matters.

President Oakes, of the Northern Pacific, who is now in the Northwest, says the company will build from Milnor to Oakes, thus shortening the distance between St. Paul and Pierre 105 miles.

The retrenchment policy is being put in force on the Cincinnati, Wabash & Michigan. The shop force is being reduced and in other departments, where practicable, men are being dropped.

The fact that the Rome, Watertown & Ogdensburg contributed 10 per cent. of the earnings of the New York Central for May is good evidence that its purchase by the latter was a good investment.

D. J. Mackey left again for New York on Saturday, and a belief prevails that, in spite of all denials, on his return he will have the control of the Mobile & Ohio by the Mackey syndicate perfected.

The Louisville, New Albany & Chicago has six colleges located on its line between Lafayette and New Albany, and the last ten days their passenger business has been heavy, so many of the students are returning to their homes.

The four Mackey lines—the Evansville & Terre Haute, the Evansville & Indianapolis, the Peoria, Decatur & Evansville, and the Louisville, Evansville & St. Louis—the first week in June earned $30,655; increase over 1890, $9,571.

Some of the Pacific coast lines are showing remarkable increases in earnings. The Northern Pacific, for instance, earned the first week in June $439,296; increase over 1890, $21,313. Its increase since Jan. 1 in gross earnings is $786,333.

George W. Boyd, assistant general passenger agent of the Pennsylvania lines east of Pittsburg, spent Sunday in the city. He came West especially to spend a day with his father, David Boyd, who is quite advanced in years and very feeble.

The Erie yesterday put on a new line of Pullman cars between Chicago and Boston, which, it is claimed, are the finest sleeping-cars ever turned out at the Pullman works. The competition in New England business is beyond precedent this year.

The traffic returns for the first week in May, as they come in, are generally favorable in character. Especially do the Northwestern roads show up finely. This is not so much due to an increase in business, however, as to a better maintenance of rates.

President Ingalls last week predicted that the Chesapeake & Ohio, the first week in June, would show a decrease in earnings, saying if it did it would be the first decrease in any week for three years. Contrary to his expectations the road earned $145,958, an increase over 1890 of $6,103.

Under the new deal by which the Peoria & Eastern is to be operated separately from the Big Four lines, it is understood that A. G. Wells, superintendent of this road, will be relieved and provided for on another of President Ingalls's lines, probably the Cincinnati, Wabash & Michigan.

Harry Miller, superintendent of the Louisville division of the Pennsylvania lines, is cutting down expenses all along the line, which results in the dropping out of a good many men. The suspension will probably be but temporary, so evident is it that business in all directions is to be heavy this fall and winter beyond precedent.

G. H. Prescott, superintendent of motive power of the Vandalia, and R. B. Woolsey, chief train-dispatcher of the lines, passed through the city yesterday afternoon, the former on his way to Cape May to attend the master mechanics' convention and Mr. Woolsey en route to Toledo to attend the annual convention of train-dispatchers.

The Lake Erie & Western earned in the first week of June $49,383; decrease as compared with corresponding week last year, $10,256. This road now feels the shortage of the grain crops last year more than in any preceding month of this year. Out of Peoria the shipments of grain were never before so light since that city became a grain center.

It is now certain that the Grand Army rates to the encampment in Detroit this year will not exceed one fare for the round trip, the Wabash and the Missouri Pacific announcing such rate, and the prospects are good that the rate will yet be down to 1 cent a mile, so much friction is there between roads over the matter and so little attention is given to association rules.

The friends of the Toledo & Western railroad project have not yet given up the idea of building the road. At some of the larger towns through which it is proposed to build the road the friends of the project are agitating it, and probably a meeting will be called in the near future to keep the enterprise before the public until such a time as the money can be obtained to build it.

Competitors of the New York, Lake Erie & Western and the Baltimore & Ohio claim to have ample evidence that all over the Southwest and in the West the Erie and the Baltimore & Ohio are paying commissions or retainers to secure business. These commissions are not paid, as a rule to agents direct, but to scalpers, who divide the commission with the respective agents of the roads.

Assistant General Passenger Agent Boyd, of the Pennsylvania lines, in speaking of their business, said: "Our business from year to year increases steadily and healthily. We put on new trains between the East and West, starting them with six cars; the second year we add a seventh and the third an eighth. On our limited six Pullman sleeping cars were to be the limit, but the pressure of business on that train is often so great that we add one or two cars above the limit. In fact, the last thirty days our entire passenger equipment has been in service, and there has been some complaint of lack of accommodations. The growth of traffic on Trains 20 and 21, run over the Pennsylvania and the Vandalia, has been really remarkable, and these bid fair to be the best paying trains run by the Pennsylvania Company."

In passenger circles an opinion prevails that the demand of the Toledo, St. Louis & Kansas City for a differential on passenger business should be granted, as, with a differential, it is not likely to do business enough to affect the traffic of its competitors, and if not given a differential it will cut rates and advertise its line more extensively than any differential it is likely to get will advertise it.

People on the line of the Cincinnati, Wabash & Michigan begin to talk of it as a Big Four institution. The equipments of the Big Four are being transferred to it, a half dozen passenger coaches being sent to it last week, and Oscar Murray, traffic manager of both the Big Four and the C., W. & M., tells the officials of the C., W. & M. to not lose any business on account of a shortage in equipment, but order from the Big Four.

A. G. Wright to-day takes the position of roadmaster of the Louisville, New Albany & Chicago between Indianapolis and Hammond and Lafayette and Monon. Mr. Wright ranks among the most competent of roadmasters. For twenty-three years he held such a position on the Bee-line, six years ago went to the L., N. A. & C.; on the Black management taking hold he was dropped, but after a year he is restored to his position.

Although the Michigan Central, after expensive experiments, has seemingly abandoned the type of engine known as the compound locomotive, in England the experiments are still in progress. On the Northeastern Railway of England they are now testing the Wordsell type of compound engines, with, it is said, quite satisfactory results. The Worsdell compound is of the two-cylinder type, the proportions being about the same as those of the Schenectady compounds, with which many of our readers are familiar. Ten new compound locomotives have lately been built at the Gateshead shops for fast passenger service. They have a stroke of twenty-four inches. The high-pressure cylinder is twenty inches and the low pressure twenty-nine inches in diameter. The driving wheels are seven and a half feet in diameter. These engines use about 22 per cent. less fuel than the simple engines while pulling the same kind of fast passenger train.

THE COURT RECORD.

SUPREME COURT DECISIONS.

15061. Thomas Hoffman vs. James E. Harney. Porter C. C. Affirmed. Olds, J.—The act of 1889, Elliott's Sup., Sec. 359, is held unconstitutional on the authority of State vs. Barber, 136 U. S. 313.

15983. Thomas A. Florer, Treasurer, vs. John B. Sherwood, Commissioner. Tippecanoe C. C. Affirmed. McBride, J.—The county auditor has no power to increase the valuation of property listed for taxation over the valuation placed on it by the township assessor or by the Board of Equalization. He has power, however, to assess property which has been omitted from the assessment lists and has not been assessed. To justify such action by him there must be specific omitted property which is susceptible of identification and description. Money on hand or on deposit, money loaned and credits due the estate is not a sufficient identification and description upon which to base an assessment when it is expressly admitted that a part of the property of the party has been listed and assessed, and that the property which was listed and assessed as well as that which it was claimed was not listed all belonged to the same classes. 2. While the person listing property is required to put a valuation on it, such valuation can in no event be regarded as more than a statement of the opinion of the person making it.

14599. John Hughes, Administrator, vs. William D. Wilson. Ripley C. C. Rehearing denied.

APPELLATE COURT DECISIONS.

213. L., N. A. & C. Railway Company vs. James H. Hughes. Montgomery C. C. Affirmed. Black, J.—A railroad company is not relieved from liability for injury to animals which entered upon the track from a public road through a gateway in the fence dividing the railroad form the public way by the acts of April 8 and 13, 1885, the chief purpose of that legislation being to afford relief to adjoining land-owners.

189. Peter Kinsley vs. Lawson Hine. Marshall C. C. Affirmed. Reinhard, J.—The cause assigned for a new trial must be sufficiently definite and specific so as not to impose upon the Appellate Court nor upon the trial court the task of searching the record for the alleged erroneous ruling. 2. When timber was wrongfully cut from the plaintiff's land the measure of damages is the actual loss sustained and the value of the timber cut and taken off must be determined by its price in the vicity and not by the net value of the lumber or logs at a distant market.

131. Wm. A. Wolf vs. Lee Goodwin. Tipton C. C. Affirmed. New, C. J.—The rule that the right to a new trial depends largely upon whether the newly-discovered evidence would be merely cumulative, as also whether, if not cumulative, it would probably change the result on a second trial, makes it indispensable that the record on appeal should disclose what the issues and evidence were in the first trial, as well as what is the newly-discovered evidence.

232. Abraham Eichel et al. vs. William Bower. Vanderburg C. C. Affirmed. Robinson, J.—Although the bill of exceptions concludes with the statement, "This was all the evidence given in the cause," yet if the affirmative appear that the bill does not contain all the evidence, be it much or little, the court will not consider and decide any question which depends for its proper decision upon the evidence.

196. Salimonie Mining and Gas Company vs. John Wagner. Allen, S. C. Affirmed. Crumpacker, J.—Growing crops planted by a tenant constitute personal property for all practical purposes to the same extent as the harvested product would be.

185. Perry T. Martin vs. Town of Rosedale. Park C. C. Transferred, per curiam. Questions of the Constitution and interstate commerce are involved in this case, and it is therefore within the jurisdiction of the Supreme Court.

209. Nancy Frazier et al. vs. John F. Myer et al. Dearborn C. C. Transferred, per curiam. An appeal from an order granting an injunction, and is within the jurisdiction of the Supreme Court.

SUPERIOR COURT.

Room 1—Hon. Napoleon B. Taylor, Judge.

Alice Puet vs. George Puet; divorce. Decree granted and plaintiff given custody of child.

Joseph Baur et al. vs. Charles Doeppers et al.; account. Judgment for plaintiff, $67.

Henry Vogel vs. Georgia Vogel; divorce. Decree granted plaintiff.

Room 2—Hon. James W. Harper, Judge.

John P. C. Myers vs. Wallace Donnan et al.; suit on note. Trial by court. Judgment for plaintiff, $255.49.

Room 3—Hon. Lewis C. Walker, Judge.

Charles W. Schreckengost vs. Frederick C. B. Schendel et al.; mechanic's lien. Finding for plaintiff in the sum of $86.51.

Nicholas W. Wycoff vs. Margaret Wycoff; divorce. Dismissed at plaintiff's cost.

Enoch H. Moore vs. Flora Brown; mechanic's lien. Trial by court.

New Suit Filed.

George F. Adams and Rebecca Adams vs. Luther D. Waterman; damages on account of natural-gas explosion. Demand, $500.

CIRCUIT COURT.

Hon. Edgar A. Brown, Judge.

Edwin P. Ferris vs. Francis C. Etris; to quiet title. Default and judgment set aside.

Edwin P. Ferris vs. William J. Selvage, to quiet title. Default and judgment set aside.

Edwin P. Ferris vs. Jacob W. Watts; to quiet title. Default and judgment set aside.

Roumelia F. Tevis, et al. vs. Trovello H. K. Enos et al.; partition. Decree and order of sale.

State of Indiana ex rel. Harry S. New et al. vs. Claude Matthews, Secretary of State, et al.; injunction. Defendants file motion to strike out parts of each paragraph of complaint. To be argued at 2 P. M. to-day.

Edward F. Claypool vs. Board of School Commissioners of city of Indianapolis et al.; foreclosure. Judgment against Elijah S. Alvord for $65,173.30 and decree of foreclosure of mortgage. Equity of redemption in Board of School Commissioners.

Mary C. C. Wesling, Administratrix, etc., vs. Mary C. C. Wesling et al.; argument on demurrer of plaintiff to petition of August Vieweg to set aside sale of real estate.

New Suit Filed.

Lucinda Brown vs. Warren Perkins; breach-of-promise and seduction. Demand, $5,000.

CONDITION OF THE CROPS.

Harvesting Begun in Some Localities—Marked Improvements in Corn and Oats.

The Indiana Weather Service reports for the week ending Saturday that the weather was quite favorable to growing crops, but the rain-fall was badly distributed. While excessive rains fell in some localities, in others there were only a few light showers. Temperature and sunshine were slightly below the weekly average, and numerous thunder-storms passed over different parts of the State during the earlier part of the week. In the southeastern portion they were of great violence and caused much damage. Wheat is maturing fast, continuing in excellent condition for a good crop. In the southern portion harvesting will begin next week, but in some localities smut and grain aphis are on the wheat. Corn is growing vigorously. Even oats have improved, and pasturage is good, with fruit of all kind still promising a large crop. The reports from the counties in detail were:

SOUTHERN PORTION.

Switzerland—Violent wind, rain and thunder-storms have been of daily occurrence and destructive especially to hillside crops. Wheat kept up well but corn suffered from washing. The greatest injury was to fruit trees. Rain-fall, 3.87.

Jackson—The wheat crop, almost ready to cut, will exceed the average both in quality and quantity. Abundant rain and sunshine have greatly improved the condition of all growing crops and with continued favorable weather there will be an average crop of corn, oats, hay and fruit. Rain-fall, 1.71.

Gibson—Harvest will commence in a few days. Wheat is tangled considerably by wind but otherwise it is all right. Clover is being cut; raspberries are just beginning to ripen, there is a big crop. Rain-fall, 2.10.

Posey—Many farmers commenced harvesting Saturday. On some wheat the heads have not entirely filled, but all next week the reaper will be heard all over the county. Early-planted potatoes look very fine. Rain-fall, 1.20.

Warrick—Much cloudiness prevailed, but little rain fell, though heavy rains occurred in the county. Early wheat is nearly ripe, but the grain aphis is plentiful; meadows are light, and pasturage failing. Corn is small but healthy. Rain-fall 0.13.

Greene—The recent rains, followed by fairly warm weather and a moderate amount of sunshine, had a beneficial effect on all growing crops; the late planted corn is coming up very well; pasturage and meadows are improving, while wheat is maturing rapidly, the heads being well filled. A large portion will be ready for harvesting by the 20th. Peaches, plums, cherries, pears and apples all promise a rich yield. Rain-fall, 0.62.

Jennings—Corn is growing rapidly since the recent rains, and wheat is ripening. It will be ready for cutting in ten days. The black smut is noticed in some fields, and the aphis has commenced ravaging the oats crop, which was doing well. Early cherries are nearly gone, the yield being two-thirds of a crop. Rain-fall, 0.62.

Crawford—Wheat harvest will begin next week, and barley is being cut; clover is ready for cutting, but it has been too showery. Oats probably will be nearly a failure, and meadows will be short. Rain-fall, 1.10.

CENTRAL AND NORTHEN PORTION.

Marion—All crops are advancing, especially corn, which has grown quite rapidly. Rain-fall, 0.29.

Shelby—The late wheat heads are filling well and the early is hardening, the latter will be ready for harvest in ten days, and promises a larger crop than Shelby county has ever produced. Rain-fall, 0.59.

Johnson—Wheat is looking remarkably well notwithstanding there are some insects on it; oats has improved very much, and some fields will make a fair crop; timothy and clover are short; corn is very even and now growing fast. Peaches, grapes and cherries are very abundant, and other fruit promises a fair crop. Rain-fall, 0.60.

Carroll—The temperature and sunshine have been favorable to corn and wheat. Much of it which had been prostrated by wind has come up again. There is some complaint of smut in wheat. Rain-fall, 1.37.

Steuben—The weather during the week, although cool, was good growing weather with its showers. Farmers are busy working corn, and wheat is big in straw, with oats doing better. Rain-fall, 0.66.

Grant—The weather has been very favorable to all crops, and farmers are busy tilling corn. It is very even and growing rapidly. With more favorable weather in the future the prospect is very good. The aphis has made its appearance in a few fields of wheat, otherwise that grain looks fine. Berries will be abundant. Rain-fall, 0.02.

Cass—Temperature and weather have been favorable to crops. Corn is small but of good color. The aphis has appeared on the wheat but in smaller numbers than last year. The strawberry crop is good and early cherry very good. Rain-fall, 1.22.

Tippecanoe—The excess in precipitation during the first part of the week, while retarding the cultivation of corn for a time, has, with high temperature and much sunshine during the latter part of the week, caused a rapid growth of all growing crops. The prospect for a good yield of wheat and oats in this county continues favorable. Some damage to wheat is reported on account of smut. Strawberries continue to be abundant and of good quality. Rain-fall, 2.32.

THE KEYSTONE BANK AFFAIR.

Mr. Wanamaker's Clear and Frank Testimony and Its Effect.

Philadelphia Ledger.

Councils' finance committee's sub-committee—in continuance of its active and energetic investigation into the Keystone Bank collapse and the defalcation of John Bardsley—had Mr. John Wanamaker as a witness yesterday. He appeared by invitation, and was very punctual in putting in an appearance. In order that there might be no misapprehension as to what he said, or what he omitted to say, he presented a written statement, and then requested the committee to question him on any part of the subject that came into their minds—which they did. It is very clear and complete. It covers every story, every accusation, every slander, and almost every piece of thoughtless gossip in which his name has been brought into question since the beginning of the sensational publications in connection with the failure of the Keystone Bank down to this time. It is not only complete as to all those points, but it is entirely satisfactory and conclusive.

The oral examination—or rather cross-examination—by members of the committee, which followed, not only failed to impeach any part of Mr. Wanamaker's statement, but strengthened it in every way. It may be questioned whether any grand inquest, such as this Councils' committee really is—or any other investigating tribunal in search of facts and the very truth of a case—ever had before it a more entirely frank, self-composed, or promptly responsive a witness than Mr. Wanamaker proved to be.

Those who read the proceedings of the committee, and we hope every fair-minded man and woman will do so as a matter of justice to their distinguished townsman, will see that Mr. Wanamaker completely refutes every one of the allegations connected with his name. His relations with the Keystone Bank were those of a close neighbor—with only the width of Chestnut street between them—the relations of a neighbor doing a very large business, the relations of an exceedingly large depositor, whose deposit line ran up to the sum of $1,263,897 in the four and a half months preceding the closing of the bank on the 20th of March, this year—the relations, in fact, of a very profitable customer to the bank, who owes it not one dollar of money, and who, at no time, was either corporator, stockholder, director or officer of the bank.

As to the alleged over-issued shares of the bank which came into Mr. Wanamaker's hands as collateral security—it will be seen that they came to him in lieu of cash which Mr. Lucas had agreed to furnish Mr. Wanamaker in payment of his share of a Reading railroad stock purchase which Mr. Lucas had failed to pay according to agreement—that no whisper of doubt was ever heard about the validity of that stock until after the failure of the bank—that even now there is not one particle of proof that that stock is an invalid issue, except the unsupported statement of the fugitive Keystone president, Marsh—that Mr. Wanamaker does not believe it is invalid—that he held it subject to the adjustment of his account with the Lucas estate—but that, nevertheless, he has pocketed the loss he incurred by accepting the stock in place of cash, and has handed back the certificates to the Lucas estate—the representative of John C. Lucas, in whose name it was and from whom he received it. If that stock was, as claimed, a reissue by Mr. Lucas, the deceased ex-president, of certificates which he should have canceled, Mr. Wanamaker was a victim of deception. This is the head and front of his offending on that account—no more.

There is only one other matter of importance—that is, the insinuation that Mr. Wanamaker, by virtue of his official relation and influence with the government at Washington, interfered with and delayed the appointment of a receiver for the Keystone Bank. The refutation of this is absolutely decisive. He never suggested any person for the receivership, directly or indirectly, to the Secretary of the Treasury or anybody else; he never in any way endeavored to influence the appointment or to delay the appointment of a receiver, and did not touch or meddle with the appointment at all. Such is his sworn testimony.

As to Mr. Bardsley, Mr. Wanamaker never had any business relations with him—either with Mr. Bardsley as an individual, or as city treasurer. Neither did the Wanamaker firm have any transactions with him in either capacity—either within or without the Keystone Bank or the city treasury.

All the other hints, inuendos, insinuations and accusations fade away in the same manner before the clear and open light of Mr. Wanamaker's testimony; they dissolve into thin air; mere baseless gossip and slander—and "leave not a rack behind."

AT SEA ALONE WITH A LUNATIC.

Mr. Andrew Parr Finds Himself in that Situation Off the Massachusetts Coast.

New York Sun.

Andrew Parr left New York not long ago for Newport, whence he was to sail the catamaran Whirligig to New Bedford. She was thirty feet long, carried to light sails, and the space between the boats was occupied by a platform surrounded by a gunwale, and in appearance not unlike the top of a sound match box.

Just as he had arranged himself comfortably in the smoking car he heard a voice say: Hullo! Parr, old man, I haven't seen you this ten years." And turning round beheld Kearnan Kirkpatrick, an Irishman with whom years before he had shared a studio in Paris when they were both studying architecture.

Kirkpatrick had grown thinner and browner, and his light blue eyes had lost the merry twinkle of the old Parisian days. The two men settled themselves for a long talk of the romps in the Latin quarter, and their mutual doings since Parr, having returned to America, had established himself as a free lance architect in New York, while Kirkpatrick had developed into a professional but impecunious globe trotter. He had been to Java and up the Nile, and to Alaska in search of gold, and taught school in Japan, had been by sailing ship to Australia, and from thence to India, where he managed to catch jungle fever, from the effects of which he had not, so he said, fully recovered.

Now he was on his way to visit a brother, who owned a farm on the outskirts of Newport.

He seemed interested in the catamaran question, and suggested that if Parr should require a crew in the trip to New Bedford he should like very much to go. To this Parr assented cheerfully, simply saying that as the Whirligig possessed no accommodation, and was, of course, no sea boat, the trip would be attended with much discomfort and some possible risk.

Kirkpatrick said that risk and discomfort were elements to which he had grown fully accustomed during his varied knocking about.

So it was arranged, and at 8 o'clock on the day following the men hoisted the Whirligig's sail and drifted slowly out of Newport harbor before a fitful easterly breeze. Once outside they were met by a series of long slow serges, very trying to a bad sailor, which neither of them happened to be. Then gradually sea and sky became a dull even gray. The ropes slatted in the blocks, and big drops of rain splashed in the lead-colored sea. However the wind seemed to hold and came across the water in feeble puffs, which looked like mackerel when they school in August.

About 5 o'clock in the afternoon a change came, however; the wind gradually increasing, hauled from east to southeast and became almost due south, while the rain stopped, and the sun, bursting forth, cheered the tired voyagers. And the Whirligig, with sheets started and jib boomed out, now slid merrily down the serges. Owing to the baffling weather of the day Parr said that he did not expect to reach New Bedford till some time in the early morning, and suggested that the night be divided into watches, each sleeping four hours alternately, and he would keep the first watch. To this Kirkpatrick assented, and at 10 o'clock turned in, pillowing his head on a cork life-preserver. And Parr sailed the catamaran on before the gentle south wind. Hour after hour the Whirligig glided silently along under the stars, while now and then a porpoise, with a sigh and splash turned over in her wake.

And as the time for Kirkpatrick to take the tiller drew near Parr found himself nodding drowsily, and at last he roused his companion, thrust the helm into his hand, and falling into his place, dropped at once to sleep.

When Parr awoke it was broad daylight, and he was lying on his left side, facing the shore, which lay about two hundred yards away. The shore was low and flat, composed of pebbly beaches, separated by low reefs which made out into the sea. It was between two of these reefs that the catamaran was then sailing.

"Look here, Kirk, what the deuce are you doing? We shall be ashore in another minute," said Parr, hastily turning over.

"Ha!" said Kirkpatrick slowly, "I was just about to strangle you."

Parr was about to answer jestingly when something in the fixed look of the other's light blue eyes arrested him.

"You knew perfectly well that she was made of red sandstone, and yet you never told me," said Kirkpatrick, still fixedly regarding Parr.

"You lie!" he shouted, suddenly becoming more excited and talking with great rapidity. "Cardinal Newman never pretended to the See of Ulster. It was Archbishop Felix: you heard me tell them so. I called it up to their windows at night. Fools!" Parr now grasped the situation. He occupied a platform not more than eight feet wide with a man at least three inches taller than himself and twenty pounds heavier. This man had suddenly become dangerously insane. Why, was for the moment unimportant? It was sufficient that he was raving mad and considered that Parr had in some way wronged him.

"If you knew," continued the other, "that she was made of red sandstone and never told me ——" Here he paused, and his blue eyes became narrow with hatred. Suddenly a panic seized Parr. He felt that he must leave that boat somehow, and at once. Those blue eyes could no longer be endured, so turning suddenly over he rolled himself off the platform over the shoreward boat and into the sea. Once in the water he struck out desperately for the beach. Hampered as he was by a thick pilot coat his progress was necessarily slow and the water was very cold.

However, he managed to divest himself of his shoes, and eventually the coat; and at last, numb and weary, he crawled up the pebbly shingle, and for the first time looked back at the catamaran. There she was gliding gently down the shore with Kirkpatrick sitting quietly at the helm.

Two days later a search party discovered the Whirligig, with all sail set, beached upon a sand-bar. Of the mad Irishman nothing was ever heard.

That Anti-Harrison Conference.

Lafayette Courier.

There was a meeting of a few Republican politicians at Indianapolis last Thursday, and the affair has been given more importance than it deserves. Those who composed it were the implacable Gresham men of 1888, and no serious results need be apprehended in consequence of their deliberations. It is alleged that it was organized for the purpose of defeating General Harrison's nomination. If it was, it is "bad politics." This is no time to precipitate a wrangle. The next campaign will be a hard-fought one, and without harmony the Republicans cannot win. The present administration has made a magnificent record, and the people generally are pleased with it, although some of the disappointed office-seekers may feel that they have not received the rewards they believed themselves entitled to. The less said about the matter at this time will be the better for the party.

Queer Error Recalled.

Buffalo Commercial.

The appearance of that queer sect, the Dunkards, in Washington this week, after attending their convention, the men with broad-brimmed hats and chin whiskers, and looking like the pictures of men in books printed along about 1830; the women with quaint nuns' bonnets on and outlandish gowns—recalls the funny mistake made by the London Times a year or two ago. In chronicling the annual convention of the Dunkards, the Times concluded that an r had been left out in the word, and called attention editorially to the curious fact that in the United States, drunkards form so large a proportion of the population that they are actually organized and have yearly meetings.

Governor Hoard on the Seashore.

Chicago Tribune.

Ex-Governor Hoard is one of the best story-tellers in the country. On the recent trip to Galena, when the Grant monument was unveiled, his fund of stories seemed inexhaustible. One of them was this:

"I was down at a little clam-bake in New Jersey last summer, and after dinner was called on to make a speech. I started off by saying that I had eaten so many of their low-neck clams that I wasn't in the best sort of condition to make a speech. When I used the expression 'low-neck' clams an old chap, sitting directly across the table from me, whose face was long enough to enable him to eat oats out of a churn, scowled at me, and then said, in a stage whisper: 'Little-neck clams, little necks—not low necks.' I paid no attention to the interruption and finished my speech. When dinner was over he trailed me out into the hall, and said: 'You are from Wisconsin, ain't you?'

"'Yes,' I replied.

"'You don't have many clams up there I reckon?'

"'Well,' I said, 'we have some, but it's a good ways to water, and in driving them across the country their feet get sore and they don't thrive very well.'

"He gave me a look that was worth a dollar and a half, and in a tone of the utmost disgust said, 'Lord! clams ain't got no feet.'

"He turned away, and approaching one of my friends, inquired: 'Is that fellow Governor of Wisconsin?'

"'Yes,' said my friend.

"'W-a-l-l-,' drawled the old man with a good deal of feeling, 'he may be a —— smart man in Wisconsin, but he is a —— —— fool on the seashore.'"

He Voted a Straight Democratic Ticket.

St. Louis Republic (Dem.)

An old Missourian tells this story, which is eminently characteristic of the country: "At the last election before the Australian ballot law went into effect I secured samples of all the printed ballots at the polls and took them home for inspection. I was a trifle disgruntled over some of the local nominees and wanted to make up the tail-end of the ticket to suit myself. Going into the dining-room of my home I spread the ballots on the table and proceeded to inspect them. My little girl, aged ten, stepped noiselessly in and stood at my elbow. Finally I said aloud:

"'Well, well, I'll declare I don't know who to vote for.'

"'Papa,' said my little girl, 'ain't you a Democrat?'

"'Yes, yes,' I answered. Don't bother me.'

"I went on studying the ballots for a moment and the little one again chimed in:

"'Papa, why don't you vote for Jeff Davis?'

"That settled it. I voted a straight Democratic ticket."

A Lightning-Bug Story.

Springfield Republican.

A hot-weather incident that makes the Syracuse bug story insignificant in comparison is reported from Rome, Ga. A steamboat on the Coosa river was stopped in its course twenty minutes on Tuesday by a prodigious swarm of lightning bugs. Their fiery glow completely obliterated the channel marks, and the air seemed filled with millions of diamonds playing hide and seek. The boat had just left McGhee's landing, and the pilot, says one of the crew, was "shaping her up" for Christer's island when the bugs appeared. According to this witness, by turning a powerful electric light upon the illuminated cloud the insects, overpowered by its rays, melted away as do the mists before the fiery morning sun.

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