EXCURSION BUSINESS

STILL TROUBLING WESTERN RAILWAYS IN VARIOUS FORMS.

Grand Trunk's Rate Met by the B. & O.—Cheap Homeseekers' Tickets Likely to Stir Up Strife.

The Baltimore & Ohio yesterday gave notice that it would meet the eighteen-dollar round trip excursion rate made by the Grand Trunk from Chicago to New York. Its arrangements as to dates of selling and duration of time on tickets will be the same as those adopted by the Grand Trunk. All of the other roads have decided that they will not meet the rate of the Grand Trunk.

The Illinois Central gave notice yesterday of its intention to run homeseekers' excursions to points in the South on Sept. 20 and Oct. 1 and 2. The rate for these excursions will be one fare for the round trip. There is a possibility that these excursions may stir up bad feeling among the Western lines, as some of them are not feeling any too well over the excursion business any way, and it is openly declared by some of the Western roads that the cheap excursions run to the South are the reasons why they do not get more business on their excursions to the West. They have, moreover, but three days in which to run their excursions, while the north-and-south lines are running them practically all the year round. It is entirely among the possibilities for some of the Western roads to discard all the restrictions that have been thrown around the harvest excursion business and run their cheap excursion business on the wide-open plan.

The Great Northern and Northern Pacific roads have given notice that they will continue the sale of round trip excursion tickets to Montana points all the year round, instead of stopping the sale Sept. 30. This decision has been reached, they say, in consequence of the action of the Union Pacific, and the Northern Pacific gives notice that it will not accept any part of tickets relating to this cheap excursion business which reads over the Union Pacific.

July Accidents.

The monthly report of the Railroad Gazette shows that in July there was a total of eighty-eight accidents on roads of this country, in which twenty-five persons were killed and seventy-six injured. During the month there were thirty-three collisions and fifty-two derailments. Only one passenger was killed, and that of his own fault; nineteen passengers were injured. Sixteen employes were killed and forty-eight injured. The Gazette says: 'The record for July is much more favorable than that for the same month last year. In the case of the one accident, a collision, in which a passenger was killed, the coroner's jury returned a verdict of 'accidental death and no one to blame.' The engineman who failed to control his speed testified at the hearing that 'the track was so slippery that he could not stop his train.' There were two bad bridge accidents in July, though the most spectacular one, that near Monument, Col., would not have killed anyone but a tramp if there had not been men at work beneath the bridge. This trestle bridge was fifty feet high at the highest point and 300 feet long, and it took a week to restore the part which was destroyed. No explanation has been given, except that the bridge was seen to sway before the crash occurred. The train was running at moderate speed, and there was no derailment before the bridge gave way. A coroner's jury found that 'the bridge has been for a long time in an unsafe condition,' but how much ground there is for this statement we do not know. The cause of the other bridge failure, near St. Charles, Mo., is equally shrouded in doubt, so far as the public is concerned. There were a number of cases in July of distortion of tracks by solar heat, and in one case, near Emporia, Kan., it is stated that a passenger train would have been derailed in consequence of the displacement of a rail by this cause but for the fact that when the rail was sprung out of place it made such a loud noise that a gang of trackmen heard it and flagged the train."

The Vandalia's New Engines.

George Prescott, superintendent of motive power of the Vandalia, and Charles Butler, master mechanic, will to-day go to Schenectady, N. Y., to note the progress making on the four heavy passenger engines the works are building for the Vandalia, which are exact duplicates of engines Nos. 200 and 201, recently built by these works for the Big Four. The Railway Review, in its last issue, contains a cut and lengthy description of these locomotives, and says at the close of the article: "The firebox is as large as can be fired to the best advantage, the boiler is as large as the size of the firebox and the clearances will warrant, and the cylinders are large enough to properly convert the power. The result is a well-balanced combination which seems excellently suited to the conditions imposed and both the railway officers and the builders are to be congratulated upon the results obtained. The interest in the design centers in the boiler, and with 83,000 pounds weight upon the drivers the large capacity is possible. Mr. Garstang believes that the question of locomotive power is determined by that of the boiler, and with the great reduction in the weight of the reciprocating parts the counterbalancing is accomplished with less tendency to injure the track, even with nearly 21,000 pounds upon each driver, than is common with much lighter engines poorly balanced. The wonder will be perhaps that these engines should ride so easily, yet this is explained by the counterbalancing and the fact that the weight of the parts from the springs is extremely small for so heavy an engine. The party referred to agreed that the engine rode more smoothly than any upon which any of them had ever ridden. Altogether these engines seem worthy of the attention which they receive, and comparison between them and the other types of high-speed passenger engines now undergoing trials will be interesting. The Chicago & Northwestern has just received two new engines which differ from those herein described by only a few details, and it is hoped that comparisons between the two designs may be made for the benefit of those who are trying to solve the high-speed, heavy-train difficulty."

Chicago's East-Bound Shipments.

East-bound shipments from Chicago last week amounted to 56,095 tons, against 45,653 tons for the preceding week and 48,059 tons for the corresponding week of last year. The roads carried tonnage as follows: Michigan Central, 5,274; Wabash, 6,993; Lake Shore, 6,265; Fort Wayne, 6,187; Panhandle, 8 615; Baltimore & Ohio, 3,544; Grand Trunk, 6,798; Nickel-plate, 3,935; Erie, 6,267; Big Four, 1,941. Shipments for the week were made up of the following articles: Flour, 1,394 tons; grain and mill stuffs, 19,779; provisions, lard, etc., 11,731; dressed beef, 10,147; flaxseed, 2,357; butter, 1,618; hides, 1,409; lumber, 5,488; miscellaneous, 2,172; total, 59,095 tons.

Jenkins Had No Jurisdiction.

At Seattle, Wash., yesterday, Judge Hanford, in the United States Court, read Judge Gilbert's decision in the case of the Northern Pacific receivers, finding that Judge Jenkins, for the Western district of Wisconsin, had no jurisdiction in the appointment of Rouse, Payne and Oakes, receivers. Judge Hanford will now hear the petition of the company that the receivers be removed, and will listen to the testimony on the affidavit of Brayton Ives, charging the receivers with malfeasance and corruption. Judge Hanford announced that he concurred in Gilbert's decision.

Personal, Local and General Notes.

The stockholders of the Wabash will hold their annual meeting in St. Louis, on Thursday, Sept. 10.

On Saturday M. E. Ingalls had been connected with the Big Four in a legal or official capacity twenty-five years.

The Southern railroad last week placed an additional order with the Richmond locomotive works for eight locomotives.

J. A. Knapp, commissioner of the freight bureau at Savannah, Ga., has resigned, and the bureau will probably be abandoned.

Chalmers Brown, president of the Railway Officials' and Employes' Association, will return to-day from a month's vacation.

A railroad attorney who spent most of last week in Ohio states that it is generally understood that the Ohio Southern is under control of the Brice syndicate and under its instructions George Saul, receiver and president, and his entire force of subordinate officials were ousted.

Officials of the American Express Company state that the Indianapolis office is doing the biggest business this year in its history.

Dating from Sept. 1 all passenger conductors on the Boston & Maine running into Boston are to have their pay increased 25 cents per day.

The car repairing force of the Panhandle at this point was yesterday increased twenty men and the shops will to-day commence running ten hours.

Harvest excursions will be run to Western points on Sept. 10 and 24, and homeseekers' excursions to Southern points Sept. 4, 10 and 24 and Oct. 2.

At Frankfort, Ky., yesterday, the Kentucky Midland railroad was offered for sale at public auction by Commissioner Posey, but there were no bidders.

The remains of W. J. Winsett, late Pullman conductor, who died at St. Louis on Sunday, will pass through here for burial this morning at Richmond, Ind., his former home.

The efforts made last week to reorganize the Wisconsin and Michigan car service associations were futile, and the roads voted in each case to collect demurrage independently.

The Mobile & Ohio has decided to build new shops and a roundhouse at Mobile. The plans and specifications are already prepared and contracts will be let this month.

E. O. McCormick, passenger traffic manager of the Big Four, who has been resting for a few days at Alderson Springs, W. Va., is expected at headquarters tomorrow.

The latest report is that the Brice syndicate is in a fair way to secure control of the Toledo, St. Louis & Kansas City, which would give the Lake Erie & Western a line into St. Louis.

The Chesapeake & Ohio is rebuilding the erection shop of the company at Huntington, W. Va., which was burned a few weeks ago. The new building will be double the size of the one burned.

Freight traffic with the Panhandle was so heavy yesterday that the platform men were obliged to work most of the day. At the in-bound city freight depot ninety-two cars were unloaded yesterday.

The Indiana Car and Foundry Company last week completed the contract for 500 stock cars for the Baltimore & Ohio and 100 box cars for the Vandalia, and will to-day commence the building of 200 stock cars for the Big Four.

The Adams Express Company has practically secured the New York & Boston Dispatch, which gives the latter three thousand new billing points and makes a reduction from Boston to such points of 35 cents per 100 pounds.

Chief Inspector Rainer, of the Inspection and Weighing Bureau Association, yesterday telegraphed J. B. Eckman, in charge of the Indiana district, to go to Chillicothe, O., and straighten up the affairs of the bureau at that point.

Officials of the Florence & Cripple Creek railroad, which has been closed to traffic over a month on account of damage done by floods, gave out the information yesterday that the road will be opened to-day. As there is a large amount of freight to be handled, no passenger trains will be run until Friday.

The headquarters of S. C. Milbourne, traveling passenger agent of the Union Pacific, was yesterday transferred from Philadelphia to New York, his title to be city passenger agent, succeeding J. F. Wiley, resigned. Mr. Milbourne is succeeded at Philadelphia by E. J. Hutchinson, formerly connected with the Lackawanna.

A number of local railroad officials will go to Louisville to-day to attend the funeral of the wife of Robert W. Geiger, general freight agent of the Louisville division of the Pennsylvania lines. Mr. Geiger on Sunday received numerous telegrams of sympathy from the higher officials of the Pennsylvania lines, both in Pittsburg and Philadelphia.

Through the combined influence of the Merchants' and Manufacturers' Association and the Courtesy Club, of Cincinnati, the lines between Cincinnati and Louisville have been induced to make excursion rates from Louisville to Cincinnati on Sept. 13 and 14, to enable Grand Army of the Republic visitors to reach Cincinnati at small expense.

The Big Four has placed an order with the Schenectady locomotive works for six switching engines, to make the large and heavy hauls at switching points like those between Cillinwood and Glendale and Cincinnati and Ivorydale. These engines will have nineteen by twenty-four-inch cylinders and carry a weight of 106,000 pounds on the driving wheels, the engine being of the six-wheel type.

C. E. Schaff, assistant general manager of the Big Four, was in the city yesterday, went to St. Louis last night and goes to Louisville to-morrow. During yesterday he, in company with General Superintendent Van Winkle and Superintendent of Motive Power Garstang, visited Brightwood, and as a result of the trip the car repairing yards are to be remodeled and the track capacity considerably increased.

George L. Bradbury has been appointed general manager of the Pittsburg, Akron & Western. He has been in charge of the property since it was purchased by the Brice people. John H. Sample will be continued in the position of general superintendent, it always being the policy of General Manager Bradbury, when the Brice people have bought a road, to retain men in official positions whom he thought competent.

J. D. Brown, agent of the American Express Company at this point, every month remits to Benjamin Mason his pension, which is half the amount he received per month when running as express messenger. It is forty-three years since Mr. Mason entered the employ of the company, and, after serving as messenger on the Bee-line for twenty-five years, he was placed on the pension list, and now lives with relatives in Schenectady, N. Y.

John Smith, who runs one of the engines hauling the fast day express trains of the Big Four, between Cincinnati and Indianapolis, yesterday completed his twenty-sixth year as an engineer on that road and in speaking of the matter yesterday said that in his long service with the Big Four he had never known service more satisfactory, the track and equipment in better condition or the relations between the officials and employes in the different departments more pleasant.

The Chesapeake & Ohio will build some freight cars of 80,000 pounds capacity, 50,000 having been the limit up to the present time. The motive power department of the C. & O. describes these cars as follows: The wheel base, 5 feet, is the same as that of the standard trucks of this road for lighter cars. The diameter of the axle at the middle is 5 inches. Wheels weighing 600 pounds each will be used, and the diameter of the axle at the wheel fit will be 6 inches. The arch bars, both top and bottom, are 1¼ inches thick by 4 inches wide. The bolster has no truss rods. In place of this method of strengthening, the bolster is "sandwiched" with two plates of wrought iron. These plates are one inch thick, and are as wide as the full depth of the bolster at all points. The brakes on this truck are inside hung.

A meeting was held on Saturday of the motive power officials of the Pennsylvania line in Philadelphia for the purpose of discussing the question of "crab irons." The latter article, it may be said, is the handle that a freight brakeman grasps when he mounts a car. The Interstate Commission some time ago claimed that the irons were not properly placed and constructed, and it reported an act to Congress and Congress made it a law. Railroad men now claim that the law is not practical; that irons are demanded where none is needed, and that styles are specified that are dangerous. A certain time was allowed companies to fit out their cars. That time expired, and was extended to Dec. 1 next. The latter date is approaching, and the solution of the difficulty is as far off as ever. At the meeting in question General Superintendent of Motive Power Casanave presided, and there was a free discussion of the subject. It is probable, as an outcome of the meeting, that changes of a practical nature will be suggested to the Interstate Commission.

Testing a Theory.

Philadelphia Record.

The oft-advanced theory that men smoke because they like to see the smoke has been bolstered up by asserted facts that no one likes to smoke a pipe in the dark, and that if the operation be tried a man cannot tell whether or not his pipe is lighted. A fair test was made recently on a young uptown devotee of tobacco, and the result shattered the claims of those theorizers. He was tightly blindfolded and a cigarette was placed between his lips. His sense of taste proved unerring, and a cigar was substituted. Without a moment's hesitation he told when the cigar was lit and when not, although the exchanging was cleverly done. He was equally successful in the pipe test, and a number of small bets were won by him. In further proof of the fallacy of the theory, the instance of a blind man in this city might be cited who is an inveterate smoker, and who never makes the mistake of pulling on a pipe or cigar that is out.

Reformed.

New York Sun.

Editor—Here, this joke on the sleeping policeman won't go.

Funny Man—What's the matter with it? That's one of our stand-bys.

Editor—Maybe it is in other towns, but it's no joking matter in New York any more.

An Honorable Precedent.

"But don't you think," said I to Miss Hewitt, "that the end justifies the means?"

She shook her head. "Oh, no," she said; "that's Jesuitical."

"Well, now, here's an example," I suggested. "You are anxious to sell the contents of this stall, aren't you?"

"Oh, yes," responded Miss Hewitt.

"And you would be delighted if some one were to come and buy it all up? It would be of such use to the Charity."

"Certainly," said Miss Hewitt, promptly.

"And would vex Miss Chudleigh over the way?" I added.

Miss Hewitt looked at me with suspicion, but I'm sure I was very demure.

"Oh, it would be nice, of course, to be successful," she assented. "It would mean £50."

"May I trobule you for another ice?" said I, feeling that I was bound to do something after that. "Thank you—strawberry. Well, as I was saying, if you could find a means of getting rid of all this, and thereby benefiting the Charity by so much, you would feel disposed to take it, even if it wasn't quite—well—quite, you know."

"I wouldn't do anything dishonest," put in Miss Hewitt quickly.

"Oh, I wasn't talking of anything dishonest," I protested. "I was only thinking that there might be other means, not dishonest, you know, but just a little—well, not quite conventional, you know."

"What sort of means?" asked Miss Hewitt, curiously.

"Why now," I said, "you have sold very little all the day, haven't you?"

Miss Hewitt bit her lips, and a disconsolate look came into her face.

"While I've been here," I said, "you have only disposed of two pairs of stockings, one woolen comforter for the hot weather, and a sort of—a kind of—I didn't quite see, but I thought it looked like a—"

"I know I haven't sold much," broke in Miss Hewitt hastily, and with a slight accession of color. "You have only bought a few ices."

I looked meditative. "So I have," I said, feeling that another call was made upon me. "I woner if I might—no; perhaps better not. I suppose you haven't such a thing as a baby's perambulator, Miss Hewitt?" Miss Hewitt was not amused; she had only an eye to a bargain. "No," she said, eagerly, "I'm afraid I haven't; but I've got a very nicely-dressed cradle, and some rattles—and—"

"Ah," said I, shaking my head, "I'm afraid it's not old enough for those things."

She sighed and glanced across the way, where Miss Chudleigh was engaged in a roaring trade.

"I think I might have one more ice," I said, very bravely. It was not so very hard, after all; the heat was very great, and they soon melted.

Miss Hewitt was very nice about it. "Are you sure you ought to?" she asked doubtfully.

"Miss Hewitt," said I, "you are much too scrupulous. That is the reason of your failure. And yet you would have sold me a cradle and rattles with perfect equanimity, knowing that I am a bachelor. The inconsistency of your sex is a puzzle," I remarked, shaking my head.

"Oh, but I didn't think about that," said she, with a blush. "I only thought you wanted—"

"Come then," I said, "what would you do to get rid of all your articles of commerce?"

Miss Hewitt's eyes opened. "Oh, if I could only do that," she exclaimed.

"Well, how far would you be prepared to go for it?" said I, insinuatingly.

She paused. "I'd—I'd give up the ball tonight," she exclaimed impulsively.

I shook my head. "I have no means of gauging the value of that renunciation," I said, thoughtfully; "but possibly it is greater than the one I know which would enable you to sell your stall."

"Oh, do you know a way?" cried she, breathlessly.

"Why, certainly," said I, still reflectively. "Mr. Randall, tell me," she pleaded, clasping her hands and putting her elbows on the stall. She looked eagerly into my face. I really had no notion until that moment, but somehow ner action put it into my head.

"Have you ever heard of the beautiful Duchess of Devonshire, Miss Hewitt?" I asked.

Miss Hewitt leaned, staring at me for a moment, and then a look of intelligence came into her eyes, her color started, and she moved away. "I don't think you should make those kind of jests," she remarked disdainfully.

"It's not a jest," I answered, reassuringly.

"Then you're all the norrider," she returned, feigning to be busy with her commerce.

"But," I said, in perplexity, "I don't see—I only asked you if you remembered the Duchess of Devonshire—the one that what's-his-name painted, you know."

Miss Hewitt was much embarrassed; her face took on many expressions. "But you—" she began and stopped.

"Do you remember her?" I asked.

"Of course," said Miss Hewitt, snappishly; "Well, then," I said, "why am I horrid?"

She paid me no attention, but began shifting the things upon the stall in a reckless way.

"Oh!" I exclaimed suddenly, "I see what you were thinking of—you thought I meant—I see now. You thought that I was advising you to sell—"

Miss Hewitt got redder than ever. "I didn't think anything of the sort," she exclaimed hurriedly, and dusting away at nothing, "and I wish you'd go away if you're not going to buy anything."

"I should like another ice, please," said I.

Miss Hewitt was somewhat taken aback, and looked as if she would like to speak, but she only frowned and dumped another ice upon the counter. "But now you have suggested it," I went on, considering, "it's not at all a bad idea." Miss Hewitt moved to the other end of the stall, and sold another pair of stockings. "It's quite worth thinking of," I said, when she was within hearing again. "I'm glad you mentioned it."

"I never mentioned anything," she retorted hotly.

"No, of course you didn't mention it," I agreed, "but I don't see why you should be angry because we are discussing calmly—"

"I'm not discussing anything,' she observed tartly.

"No," said I, "but if the Duchess of Devonshire thought it a good deed to purchase what she considered the welfare of her country by allowing voters to kiss her, I don't think you should be offended if for the sake of an excellent charity—"

"I am not the Duchess of Devonshire," said Miss Hewitt shortly.

"I don't suppose," said I, "that it was much of a kiss."

Miss Hewitt's nostrils curled in scorn.

"Good people are always so particular," I said, philosopically.

Miss Hewitt's indignation broke forth.

"Do you suppose, Mr. Randall," said she, sarcastically, "that one would allow any one that wished to—"

"Oh, I never said any one," I interrupted, hastily. "No, certainly not any one."

She looked at me with undisguised hauteur. I glanced about the stall.

"I should like to have a lot of those things," I said. "I could send them to a children's hospital, you know."

Miss Hewitt's face relaxed slightly.

"They would be very useful," she said.

"It would be fifty pounds, wouldn't it?" I asked, as if entering on a calculation.

"Yes," said Miss Hewitt with a little show of excitement, "forty-five if one took the lot."

I fingered my pocketbook and hesitated.

"I am afraid—," said I. "You see I forgot I had promised to buy a quantity of flowers for the infirmary," I remarked, glancing at Miss Chudleigh's stall. Miss Hewitt's face fell, but she said nothing. I took out my pocketbook and extracted some notes, dividing my looks between the two stalls in a hesitating way.

"I think the children in the hospital would like the toys very much," said Miss Hewitt, nervously.

"Yes, they could play with the stockings nicely, couldn't they?" said I.

She paid no heed to this remark.

"I wonder if Miss Chudleigh would do what the Duchess did," I observed presently.

"Perhaps you had better ask her," said Miss Hewitt, sarcastically.

"Oh, no," I said hurriedly, "I was only wondering. For the sake of the poor, people do make sacrifices, I suppose."

"I don't believe she did let them—let them kiss her," remarked Miss Hewitt after a pause, and contemplating a wooden horse.

"Don't you?" I asked, looking up. "What did they do, do you think?"

Miss Hewitt examined the toy carefully.

"Oh," she said indifferently. "I should think she merely pretended."

"Pretended?" I echoed.

"Yes, they only kissed—just—not quite—I mean they didn't really touch her," she explained with more interest in the horse.

I considered this. "But some of them," I objected, "would not have been content to be put off in that way. They must have really—"

"Oh, if any one liked to be rude and take advantage like that," she said, disdainfully, "she couldn't help it, poor thing."

"No," I assented, "I suppose she couldn't, and she must have hated it all the time."

"Of course, she did," said Miss Hewitt, now inspecting a doll.

"But she did it out of a sense of duty—to benefit her country," I concluded.

"A man would never have been so unselfish," said Miss Hewitt.

"Never," I said, emphatically. "But do you think that women are capable of such an act of self-sacrifice in these days?" I asked.

"Of course," said Miss Hewitt, watching some people go by with great interest, "if—if they only—only pretended to."

"But if there was an accident?" I ventured. Miss Hewitt apparently did not hear this. "Do you really think," I persisted, "that a woman—a girl, would do a thing like that?"

"She wouldn't—she couldn't—of course, the Duchess did not let it pretend to be done—in—before any one else."

"Not, for example, in a room like this," I said, looking around the bazar. "How then?"

"Afterward," murmured Miss Hewitt, bending down to pick up a pin, I suppose.

"Oh," I said, "she would only promise then?"

Miss Hewitt said nothing. I rose.

"Well, I am afraid I must be really going," I said, holding out my hand.

"I think if she were really honest she would have to keep her promise," said Miss Hewitt, in a low voice.

I looked at her, but she was not looking at me. "I think you have given me two waltzes to-night," I observed. It isn't very generous usage."

"I'm sure it's quite enough," said Miss Hewitt, firmly.

"Well, at any rate, let us sit out the second," I suggested.

Miss Hewitt looked at me in surprise. "I thought you liked dancing?" she said, innocently.

"Oh, sometimes," I said. "But we might have a talk in the conservatory. It's sure to be very hot."

"Do you think it is?" said she.

"Certain."

"Oh, we'll see," said she, nonchalantly.

I turned to go.

"By the way," said I, leaning on the stall confidentially, "shall I leave you the £50 now? And then you can send the things to the hospital at once, you know."

Miss Hewitt avoided my eyes.

"I didn't know—" she began, and broke off. "Perhaps it would be better," she murmured.

I offered my hand.

"To-night, then," I said. She did look at me at last, but it was quite by accident—just the sort of accident that happened in the conservatory.

—Black and White.

What Goes with the Money?

To the Editor of the Indianapolis Journal:

All Christendom was amazed, a few weeks ago, at what purported to be an interview with one of the leading brewers of the State, and people quite unaccustomed to ciphering upon the profits and losses of the saloon industry began at once to ask, are these things so? One of the elements of amazement was the fact that the figures given by the brewer are substantially the same that temperance cranks have been giving for a half century as a reason why the saloon should be suppressed entirely. This plaint of the brewers makes plausible a contention of temperance workers which has heretofore had but little force because of its seeming extravagance. That the figures are approximately true can be no longer doubted, seeing that two interests, starting from opposite points, reach the same results, though the arguments are diametrically opposed—one concluding the saloon ought to be prohibited, the other that it should be fostered. This brewer's statement is that the Nicholson law, which is only a scheme to enforce the provisions of the license law which the saloon interest itself drafted, and which every saloon keeper promises to obey, with a very insignificant addition of a sort of a local option provision which amounts to but little, will work a loss of 1,500,000 barrels in the consumption of beer alone; it will decrease the number of saloons 2,500 by driving out of business those that cannot live except they are permitted to violate the law, with here and there one that may be closed through its remonstrance provisions; it will decrease the number of persons employed in the saloon industry 7,500 by closing these 2,500 saloons, thus robbing them of the means of support; it will cause the loss of $1,200,000 in rents; it will cause a loss in wages of those employed in the business of $5,400,000; a loss to brewers on sales of $1,430,000; and a loss to the school fund on license of $875,000. What is remarkable in this connection is that simultaneously, and evidently without concert, the brewers of New York put forth their estimate that the closing of the saloons of that city alone, on Sunday, under a law which Tammany has dictated, works a loss to the brewers of over $165,000 weekly, making a loss of over $8,000,000 annually, not including the items of rent and wages, and the like, which are included in the Indiana estimate.

And now the question is, what goes with all this money? No one claims that the laboring men, from whom most of it is gathered, get any less wages or that they throw their money into the fire or the river. Some may be hoarding it, but all do not. Since the startling announcement that the Nicholson law is working such havoc I have taken some pains to learn where the money has gone and is going that the brewers and the 7,500 who are turned out to starve are losing. My means of learning are not extensive, yet I have found one man who has paid his long-standing arrearages in a building and loan association, and one who has not only paid arrearages, but is ahead. That means two homes in the future for laboring men that they probably would not have had if their money had gone to support the saloon keeper and the brewer. One butcher informs me that one of his customers has not only paid an old arrearage, but he buys steak for his family instead of liver. Perhaps if I could get at the sales of the grocers and merchants I could trace a great deal of these millions which the brewers have lost to their establishments, and find in hundreds of homes better shoes, better clothes, and more and better provisions; so that, after all, it is only a change from the brewer to the baker. If that prove true, not many will vote for the repeal of the Nicholson law or for its non-enforcement because it is depriving the brewer of his gains. U. L. SEE.

Indianapolis, Sept. 2.

Republicans in the West.

Major Handy, in New York Mail and Express.

There is a great deal of uneasiness among Republicans out West as to the outcome of factional fights in New York and Pennsylvania. The West itself was never in better trim from a Republican point of view and the South is more than ever before since reconstruction inclined towards Republicanism.

Illinois, which went for Cleveland, is anxious to show that she repents her folly and will give any good Republican ticket a rousing majority. Indiana is in good condition. Minnesota and Iowa farmers now dread the blight of Populism as they do the Russian thistle. Kansas, which went so far astray, now looks upon the Populistic visitation as it does upon the equally devastating plague of grasshoppers from which it has so often suffered. Nebraska has steadied herself and is anxious for a chance to resume her place in the Republican column. Colorado is enjoying a reaction from Populism and realizes that if the country ever does have bimetallism it must come at the hands of the Republican party. The Senators from Idaho, Montana and Wyoming, while for free coinage, are keeping their States in the Republican line of battle. Missouri, Kentucky, West Virginia and Maryland look with more favor upon Republicanism than ever before and will probably vote that way this year, with an even chance of the same result next year.

But of what avail are reinforcements if the main line is unsteady, demoralized and divided in leadership? It behooves New York and Pennsylvania to brace up this year, bosses or no bosses, and catch step with the West and South. Pennsylvania seems to be doing it. Now for New York.

Quay and Cameron.

Major Handy, in New York Mail and Express.

I hear on very good authority that there is really a breach between Senator Quay and Senator Cameron, growing out of the indifference of the latter to the fate of the former in his late overwhelming successful contest with the allied corporations and allied reformers. This surprises me, for however wide apart they may have been in some things the two silent statesmen of Pennsylvania have stood together when the political prospects of either were seriously imperiled. On faith in this record I ventured to name Senator Cameron's contribution as one of the resources of Senator Quay, but a Philadelphian who ought to know tells me that Don has left his colleague to fight his own battle single-handed. Specifically it is charged that when Quay asked a line from him to bring Cramps, the ship builder, into line, Cameron declined to comply with the request, alleging that he feared that he might thereby compromise himself. This is not like Cameron, but I tell the tale as 'twas told me.

COMMERCIAL RECORD

THE JOBBING TRADE.

(The quotations given below are the selling prices of the wholesale dealers.)

Candies and Nuts.

Candies—Stick, 6c per lb; common mixed, 6c; G. A. R. mixed, 6½c; Banner stick, 10c; cream mixed, 9c; old-time mixed, 7c.

Nuts—Soft-shelled almonds, 16c; English walnuts, 12c; Brazil nuts, 9c; filberts, 11c; peanuts, roasted, 6@7c; mixed nuts, 10@12c.

Canned Goods.

Peaches—Standard 3-pound, $1.50@1.75; 3-pound seconds, $1.20@1.40; 3-pound pie, 95c@$1.05; California standard, $1.90; California seconds, $1.50. Miscellaneous—Blackberries, 2-pound, 85@90c; raspberries, 2-pound, 95c@$1; pineapple, standard, 2-pound, $1.25@1.35; choice, $2@2.50; cove oysters, 1-pound, full weight, 90@95c; light, 60@65c; 2-pound full weight, $1.60@1.70; light, $1.10@1.20; string beams, 75@85c; Lima beans, $1.10@1.20; peas, marrowfat, 90c@$1.10; early June, 90c@$1.10; lobsters, $1.85@2; red cherries, $1.20@1.25; strawberries, 90@95c; salmon (lbs), $1.10@2; 3-pound tomatoes, 70@85c.

Coal and Coke.

Anthracite coal, all sizes, $7.50 per ton; Pittsburg and Raymond City, $4.25 per ton; Jackson, $4.25; block, $3.25; Island City, $3; Blossburg and English cannel, $5. All nut coals, 50c below above quotations.

Coke — Connellsville, $3.75 per load; crushed, $3.25 per load; lump, $3 per load.

Dried Fruits.

Figs—Layer, 11@14c per lb.

Raisins—Loose Muscatels, $1.25@1.40 per box; London layer, $1.35@1.75 per box; Valencia, 6½@8½c per lb; layer, 9@10c.

Peaches—Common sun-dried, 8@10c per lb; California, 10@12c; California fancy, 12½@13½c.

Apricots—Evaporated, 9@13c.

Prunes—California, 6@10c per lb.

Currants—4½@5c per lb.

Drugs.

Alcohol, $2.46@2.60; asafetida, 40c; alum, 4@5c; camphor, 58@60c; cochineal, 50@55c; chloroform, 60@65c; copperas, brls, 50@60c; cream tartar, pure, 23@26c; indigo, 65@80c; licorice, Clab., genuine, 30@40c; magnesia, carb., 2-oz, 25@35c; morphine, P. & W., per oz, $1.75@2; madder, 14@18c; oil, castor, per gal, 90c@$1; oil, bergamot, per lb, $2.75; opium, $1.80; quinine, P. & W., per oz, 35@40c; balsam cobaiba, 50@55c; soap, castile, Fr., 12@16c; soda, bicarb., 4½@6c; salts, Epsom, 4@5c; sulphur, flour, 5@6c; saltpeter, 8@20c; turpentine, 34½@40c; glycerine, 14@20c; iodide potassium, $3@3.10; bromide potassium, 45@47c; chlorate potash, 20c; borax, 12@14c; cinchonida, 12@15c; carbolic acid, 22@26c.

Oils—Linseed, 45@47c per gal; coal oil, legal test, 7@14c; bank, 40c; best straits, 50c; Labrador, 60c; West Virginia lubricating, 20@30c; miners', 45c; lard oils, winter-strained, in brls, 60c per gal; in half brls, 3c per gal extra.

Dry Goods.

Bleached Sheetings—Androscoggin L, 6¼c; Berkeley, No. 60, 8c; Cabot, 6½c; Capital, 5c; Cumberland, 6½c; Dwight Anchor, 7¼c; Fruit of the Loom, 7¾c; Farwell, 6½c; Fitchville, 5¾c; Full Width, 5½c; Gilt Edge, 5c; Gilded Age, 5½c; Hill, 6¾c; Hope, 6¾c; Linwood, 7c; Lonsdale, 7½c; Lonsdale Cambric, 9c; Masonville, 7¾c; Peabody, 5½c; Pride of the West, 10½c; Quinebaugh, 6c; Star of the Nation, 6c; Ten Strike, 5½c; Pepperell R, 6c; Pepperell, 10-4, 17½c; Androscoggin, 9-4, 16½c; Androscoggin, 10-4, 18c.

Brown Sheetings—Atlantic A, 6c; Argyle, 5½c; Boott C, 4½c; Buck's Head, 5¾c; Clifton CCC, 5½c; Constitution, 40-inch, 6½c; Carlisle, 40-inch, 7c; Dwight Star, 6¾c; Great Falls D, 5c; Great Falls J, 4¾c; Hill Fine, 6½c; Indian Head, 6c; Lawrence LL, 4½c; Pepperell E, 5¾c; Pepperell R, 5½c; Pepperell, 9-4, 14½c; Androscoggin, 9-4, 15c; Androscoggin, 10-4, 16½c.

Prints—Allen dress styles, 5c; Allen's staples, 4¾c; Allen TR, 5c; Allen robes, 5c; American indigo, 4¾c; Arnold LLL, 6¾c; Cocheco fancy, 5½c; Cocheco madders, 4¾c; Hamilton fancy, 5½c; Manhester fancy, 5½c; Merrimac fancy, 5½c; Merrimac pinks and purples, 5½c; Pacific fancy, 5½c; Pacific robes, 5½c; Pacific mourning, 5c; Simpson, 5½c; Simpson Berlin solids, 5½c; Simpson's oil finish, 6c; Simpson's grays, 5c; Simpson's mourings, 5c.

Ginghams—Amoskeag staples, 5c; Amoskeag Persian dress, 6c; Bates Warwick dress, 6c; Johnson BF fancies, 8½c; Lancaster, 5c; Lancaster Normandies, 6c; Carrollton, 4¾c; Renfrew dress, 6½c; Whittenton Heather, 6c; Calcutta dress styles, 5½c.

Tickings—Amoskeag ACA, 10½c; Conestoga, BF, 12½c; Cordis 140, 9½c; Cordis FT, 10c, Cordis ACE, 10½c; Hamilton Awnings, 9c; Kimono fancy, 17c; Lenox fancy, 18c; Metheun AA, 10c; Oakland AF, 5½c; Portsmouth, 10½c; Susquehanna, 12c; Shetucket SW, 9½c; Shetucket F, 7c; Swift River, 5c.

Kidfinished Cambrics—Edwards, 4c; Warren, 3¾c; Slater, 3⅞c; Genessee, 3⅞c.

Grain Bags—Amoskeag, $11.50; American, $11.50; Franklinville, $13.50; Harmony, $11; Stark, $14.50.

Flour.

Straight grades, $3.50@3.75; fancy grades, $3.75@4; patent flour, $4@4.50; low grades, $2.50@2.75.

Groceries.

Sugars—Hard, 4½@5¼c; confectioners' A, 4⅜@4½c; soft A, 4⅛@4⅜c; extra C, 4.03@4.15c; yellow C, 3.95@4c; dark yellow, 3.45@3.50c.

Coffee—Good, 19½@20c; prime, 20½@21c; strictly prime, 22@23½c; fancy green and yellow, 24½@25c; Java, 28@32c. Roasted—Old government Java, 33@33½c; golden Rio, 25½c; Bourbon Santos, 25½c; Gilded Santos, 25½c; prime Santos, 24½c; Cottage blended, 22½c; Capital blended, 21½c; Pilot, 22c; Dakota, 20c; Brazil, 19½c; Puritan, 1-lb packages, 21¾c.

Salt—In car lots, 95@$1; small lots, $1@1.05.

Flour Sacks (paper)—Plain, 1-32 brl, per 1,000, $3.50; 1-16 brl, $5; ⅛ brl, $8; ¼ brl, $15; No. 2 grab, plain, 1-32 brl, per 1,000, $4.25; 1-16 brl, $6.50; ⅛ brl, $10; ½ brl, $20; No. 1 cream plain, 1-32 brl, per 1,000, $7; 1-16, $8.75; ⅛, $14.50; ¼, $28.50. Extra charge for printing.

Shot—$1.25@1.30 per bag for drop.

Lead—6½@7c for pressed bars.

Molasses and Syrups—New Orleans molasses, fair to prime, 20@30c; choice, 35@40c; syrups, 25@30c.

Beans—Choice hand-picked navy, $2.50@2.60 per bu; medium hand-picked, $2.30@2.40; limas, California, 6@6½c per lb.

Spices—Pepper, 10@18c; allspice, 10@15c; cloves, 15@20c; cassia, 10@12c; nutmegs, 65@75c per lb.

Woodenware—No. 1 tubs, $5.25@5.75; No. 2 tubs, $4.50@5; No. 3 tubs, $4@4.50; 3-hoop pails, $1.50@1.60; 2-hoop pails, $1.05@1.10; double washboards, $2.25@2.75; common washboards, $1.25@2.50; clothes pins, 50@85c per box.

Wood Dishes—No 1, per 1,000, $2.50; No. 2, $3; No. 3, $3.50; No. 5, $4.50.

Rice—Louisiana, 4@6c; Carolina, 4¾@6¾c.

Twine—Hemp, 12@18c per lb; wool, 8@10c; flax, 20@30c; paper, 15c; jute, 12@15c; cotton, 15@20c.

Leather.

Leather—Oak sole, 30@36c; hemlock sole, 26@32c; harness, 33@41c; skirting, 35@42c; single strap, 44c; black bridle, per doz, $70@75; fair bridle, $80@90 per doz; city kip, 60@75c; French kip, 90c@$1.20; city calfskins, 90c@$1.10; French calfskins, $1.20@2.

Iron and Steel.

Bar iron, 1.60@1.90c; horseshoe bar, 2½@2¾c; nail rod, 7c; plow slabs, 2¾c; American cast steel, 9@11c; tire steel, 2½@3c; spring steel,