do not, and *vice versa*, the same as before the strike. We do the same with the Southern, and to-day the Postal offered to help us out if we got rushed on our Chicago business. As to what the Baltimore and Ohio will do, of course I know nothing. Mr. Campbell told me the strikers were in negotiation with that company, a committee having gone to Baltimore for the purpose. No one here in New-York is authorized to act for the company, and Mr. Campbell said that some result would probably be reached to-day."

Manager Price, of the Baltimore and Ohio, was not accessible to reporters yesterday. At the main office of the company it was said that business was going on as usual. The Bankers and Merchants' and Southern Companies had all they could do, and the business of the Postal was good. The cables were reported to be working all right.

The opening of the offices of the Rapid Company at the Petroleum and Mining Exchanges exercised a beneficial effect on the speculation. With the restoration of the suspended facilities and a further improvement in the Western Union's service, telegraphic communication with the oil regions was greatly facilitated. The result was a more active trading on the varying fluctuations at the different oil region exchanges and the reception of orders from outside persons who have been timorous about trusting the telegraph lines since the strike began.

There was considerable improvement in the telegraph service at the Produce Exchange. The Chicago quotations were promptly received and business was rather brisk.

REJOICINGS OF THE OPERATORS.

The strikers feel that their victory in the case of the Rapid Company is the first break in the ranks of the companies, and that the others will not be able to hold out much longer. When Master-Workman Mitchell called the operators' meeting to order yesterday he read denials of the reports that members of the Brotherhood had returned to work from Master-Workman Campbell and Secretary Hughes. Mr. Mitchell said that the state of affairs was highly encouraging, and that he had good ground for saying that the strike was nearly at an end. He was called down town, and Master Workman Jansen, of the Brooklyn local assembly, was called on to take the chair. Mr. Jansen said that he had recently been through Connecticut and found that State "solid." In one office the Western Union Company had only the manager and one operator. The announcement that the American Rapid men had gone back to work was greeted with cheers. It was reported that the Western Union operator at No. 321 Court-st., Brooklyn, had joined the strike in the morning and that that office was closed; in Detroit the strikers were initiating all the new men coming in and had not had a single defection from their ranks. A letter of congratulation was received from John Jarrett, of the Amalgamated Association of Iron and Steel Workers.

From Milwaukee the news came: "We stand firm. The Western Union has a manager and three men, and are mailing messages. We have initiated twenty-six since the strike began." At Buffalo the railroad men were being rapidly organized. At Philadelphia the feeling was one of confidence. The dispatch stated: "We have lost 5 men and gained 6; 15 men coming in from the country have joined us, making a gain of 16." At Salamanca, N. Y., 11 were initiated on Wednesday night. The Oil City Typographical Union offered financial aid, and if the Brotherhood desired it, would refuse to set up Associated Press dispatches. The report from St. Louis put the working force in the Western Union main office at 11 chief operators, 4 girls, 4 men and 17 students; 200 operators had been on strike since Sunday; 73 linemen and 62 operators, principally railroad men, have joined the strikers; the local assembly now numbers 290 members. At Baltimore the Brotherhood had gained 97 members since Thursday; the Western Union had 7 men. At Cincinnati the Western Union had 60 men, 6 of them first-class, 4 chiefs and 30 students. At Charleston, S. C., a gain of 4 men was reported. A dispatch from Carlstadt, N. J., said that the operators on the New-Jersey and New-York Railroad were refusing Western Union work. A bulletin was posted on the platform stating that seven first-class men had left the Western Union office. In Toronto there were 105 strikers, while only six men were loyal to the company. The Associated Press in Washington sent a request for a statement of the condition of affairs here by the Brotherhood.

The report of the member of the Brotherhood who is at work in the Western Union office was read. It was dated July 25, and stated that New-Orleans dispatches had been delayed since the 24th, and that some of them had been taken from the hooks and stored away, so as to make the books look clear. The average delay was thirty hours. At 9 a. m. Chicago, Buffalo and St. Louis were all piled up. Dispatches dated as far back as the 21st had the date scratched out and another substituted. At 4:30 Savannah was piled up and there were 473 messages on the Chicago hook Tuesday night; 275 of them were sent by Adams Express. St. Louis was nineteen hours behind. There was no Chattanooga wire. The officials were still at work at the keys.

John McClelland read a note stating that the American Rapid Company paid off and discharged all those who had been with it during the strike yesterday morning. "That will save us the trouble of boycotting them," said one of the girls. Speeches were made by John Swinton, F. X. Schoonmaker and others.

At midnight there had been no word received at the headquarters of the Executive Committee in the Manhattan Hotel relative to the Baltimore conference, and John Campbell's conclusion was that no news was good news.

The Executive Committee issued a circular to members of the Brotherhood throughout the country presenting the plan of an organization for a mutual telegraph company of merchants. The plan is for a sort of insurance. there is no stock, but the company is to be represented by memberships that cannot be transferred or sold. Memberships are to be secured for $200, and certain privileges accrue to members, whose heirs are also to receive the money paid for the membership and such a dividend as the surplus may permit at the time. The advantages are to accrue to the operators, who will be paid fairly for their services, and to the public that will get reduced rates. The members of the Brotherhood are requested to secure subscriptions for membership of this company, and when $10,000 has been obtained the Company will be organized. The capital is placed at $10,000,000, to be contributed by 50,000 members.

WASHINGTON OPERATORS DISCHARGED.

WASHINGTON, July 26.—Six of the Western Union operators, not members of the Telegraphers' Brotherhood, who signed an agreement last week to strike by a certain date if no action should be taken by the Western Union Executive Committee looking to a compromise of the questions at issue between the company and the strikers, were discharged at 12 o'clock to-day. Superintendent Zeublin arrived here last night with four men, one printing and three Morse operators, to take the places of the men discharged to-day, who are first-class men and who constitute a majority of those who remained at their desks when the strike began. The discharged operators say that Superintendent Zeublin appealed this morning to each man and endeavored to induce them to withdraw their names from the agreement referred to. He informed them that he was instructed to discharge them unless they consented to withdraw. Each man replied that he would keep his pledge to his fellows. When the operators were discharged they went to the headquarters of the Brotherhood, where they met with an enthusiastic reception, and a meeting was held, it is supposed, for the purpose of initiating the new men.

Superintendent Zeublin says over his own signature: "We now have the office fully equipped with gilt-edged, first-class, loyal and enthusiastic operators. The business will no longer be intentionally mangled and errors wilfully caused by traitorous employes." On reporting his action to the New-York office, he received the following from General Superintendent Tinker: "General Eckert directs me to reply expressing his full and hearty approval of your action and gratification that you have been able to discover and correct so promptly any disposition on the part of operators in the service to interfere with or delay the transmission of the business of the public or that of the company."

The men who were discharged indignantly deny that there is any truth in the charge of Superintendent Zeublin that they have mutilated the business passing through their hands. They say that the fact that they were urged by Mr. Zeublin up to the moment of their dismissal to withdraw from the agreement is evidence that the charge is wholly groundless. Mr. Zeublin has removed his headquarters to Washington "for the war."

DEMANDS OF BELL TELEPHONE MEN.

PHILADELPHIA, July 26.—The striking operators of the American Rapid Company returned to work this morning in a body, escorted by a number of the strikers who are still out. The company increased its force by hiring about ten of the unemployed men, and it gives notice that it can now handle all the business tendered. At the Western Union office business is reported to be moving smoothly, and two of the strikers one a woman, have been won over to the company's side.

The members of the Commercial Exchange met to-day to take action relative to the interruption to business caused by the telegraphers' strike, but the meeting was adjourned until Saturday, upon request of Superintendent Zeublin, of the Western Union Company, who telegraphed from Washington asking that he be given a hearing before resolutions in regard to the strike were passed by the Exchange.

The linemen and inspectors of the Bell Telephone Company this morning presented a bill of grievances to the officials and declared their purpose to strike at 3 p. m unless their terms were acceded to. Manager Morton was directed by Superintendent Zueblin, of the Western Union Telegraph Company, who is also general manager of the Bell Telephone Company, to inform the men that he could not give a decision at once in reference to their petition, but that he would meet their representatives upon his return to the city on Saturday, when he thought a satisfactory adjustment of the difficulties could be arrived at. Later in the afternoon the linemen and inspectors informed Manager Morton that they would postpone any action upon their complaint until to-morrow morning, when they would acquaint him with their decision in regard to awaiting the action of the officers of the company. The number of linemen in the employ of the Bell Telephone Company is thirty-seven, and there are twelve inspectors. They demand 15 per cent increase in pay and nine hours' work.

THE SITUATION IN CHICAGO IMPROVING.

CHICAGO, July 26.—Superintendent Clowry reported this morning that all the business of the Western Union Company in this city was cleared up to all the leading points, except Winnipeg, to which place the wires were down. All the main wires in the Board of Trade are manned to-day. Mr. Clowry also reports that the day and night forces in the main operating room of the company are now getting their full rest. The wires on the Northwestern road were cut again last night, but were speedily repaired. The officials of the Baltimore and Ohio Company have been negotiating with the strikers for the past two days, but as the latter demand the recognition of the Brotherhood as a preliminary to a settlement, no conclusion has been reached.

CLEVELAND BUSINESS MEN PROTESTING.

CLEVELAND, Ohio, July 26.—The Board of Trade to-day adopted a resolution protesting against a further continuance of the present state of affairs in telegraphing, which is causing stagnation in general business. The resolution states that the Board believes the Western Union Company is in duty bound to immediately arrange for its usual transmission of messages, so that the great business interests shall have relief, and request that the Western Union Company take such action as will bring about the desired result.

CANADIAN BUSINESS SATISFACTORY.

TORONTO, July 26.—The excitement regarding the telegraphers' strike has mostly subsided. The telegraph officials report business now going forward satisfactorily, not only between the chief Canadian cities, but also with New-York, Chicago and other connecting points.

A CONNECTICUT OFFICE DESERTED.

NORWICH, Conn., July 26. — The entire force of telegraph operators, except the manager, struck this morning.

THE RAILROAD PROBLEM IN CALIFORNIA.

WORK OF THE COMMISSION.

EVERYBODY DISSATISFIED.

[FROM AN OCCASIONAL CORRESPONDENT OF THE TRIBUNE.]

SAN FRANCISCO, July 12, 1883.

Your readers should be interested in the railroad agitation which has been renewed in California, if only because it illustrates the tendencies and results of a kind of popular action the general adoption of which has often been recommended. The makers of the new Constitution of this State undertook to settle the railroad question, and to do so in the supposed interests of the people. Several unsuccessful attempts had previously been made to enact stringent regulative statutes. They had all failed. The conservative view was that they were unreasonable and oppressive. The extremist view was that the Legislature had been hired to reject them. The majority of the Constitutional Convention held the latter opinion, and consequently were determined not to trust any other legislative body with the work of railroad regulation. So they created a Railroad Commission, to consist of three members, elected by districts and holding office for four years, and to this Commission they gave plenary powers. The Commission was directed to "establish rates of charges for the transportation of passengers and freight by railroad or other transportation companies, and publish the same from time to time with such changes as they may make;" and to avoid embarrassment it was further provided in the Constitution that in the event of controversy "the rates of fares and freights established by said Commission shall be deemed conclusively just and reasonable."

One effect of this new plan was to render the canvass for Railroad Commissioners a competition in fierceness of regulative promises. The Constitution carefully excluded from these offices all persons possessing any practical knowledge of the railroad business. It insisted that ignorant persons should be chosen. And it so operated that ignorant persons, though endowed with judicial functions, were compelled to pledge themselves in advance upon a question concerning which they had no information.

The first Commission consisted of General Stoneman, J. P. Cone, a wealthy banker and farmer from the interior, and Beerstecher, a friend and colleague of Denis Kearney. Stoneman made some feeble and spasmodic efforts to reduce fares and freights. He was too indolent to master the question, and so it happened that when his proposals were analyzed it was shown that they would have increased instead of reducing the charges, in many cases. His colleagues refused to accept his plans. He, however, made political capital out of them, and the members of the Commission, who would not act in the absence of information, were denounced as "railroad hirelings." Stoneman was brought forward by the Democrats for Governor last year, and was elected over Estee, the Republican nominee, though the latter was by far the most radical in his promises of vengeance upon the corporations. The new Railroad Commission elected with Stoneman, is composed of two conservative and one demagogue member. The former are G. J. Carpenter, a country lawyer, and W. P. Humpureys, a civil engineer. The latter is W. W. Foote, a young Oakland lawyer who is believed to harbor Congressional aspirations. After the election some imprudent or foolish people and newspapers asserted that it was really a railroad victory, because the Democrats had been less outspoken than the Republicans in their hostility to the railroads. Perhaps the Republican politicians believed this, and perhaps the Democratic politicians were anxious that it should not be believed. But the result was that pressure was brought upon the new Commission to make it take swift and extreme action. Foote had promised, in the campaign, to reduce railroad rates forty per cent. He began by offering a resolution making three cents the maximum passenger rate. His colleagues, both of whom have hitherto borne the reputation of honest men, demurred to this sweeping reduction, and proposed to take testimony on both sides. At first Foote agreed to this, and testimony was taken. But meantime the outside pressure had assumed a more violent form, and Foote yielded to it, and assumed Stoneman's old role as the one "faithful among the faithless found." Public meetings were held, and the two conservative Commissioners were denounced fiercely and called upon to resign. They, however, went on with their examination of the railroad question, and presently announced a reduction of passenger rates to four cents in the valleys, and six cents per mile in the mountains and on the deserts. This reduction appears to have been at least more reasonable than any previous regulative effort, and it was accompanied by a demand upon the companies to show cause why certain specific reductions in freight rates should not also be made.

There the case rests for the moment. The railroads are not satisfied. The public are not satisfied. And two out of three of the Railroad Commissioners are being furiously abused because they would not confiscate the property of the corporations blindly and without investigation. There is, however, a certain significance about the agitation which will at once be recognized by all who have witnessed similar phenomena. The meetings which have been held to denounce the Commissioners have been almost entirely engineered and attended by politicians. The movement against the railroads is ostensibly based upon concern for the mercantile community, which is alleged to be oppressed and victimized. But up to the present time the merchants and shippers have been "conspicuous by their absence" at these meetings, while the orators, and chairmen and vice-chairmen have been well known place-hunters and professional campaign-makers. And this fact illustrates the tendency of all the anti-railroad agitations in California. Both before and since the adoption of the new Constitution they have been partisan dodges rather than the expressions of real popular feeling. Whenever in the Legislatures the railroads were allowed to present their side of the case dispassionately, they had the best of the argument. Then it was said that they possessed an unfair advantage, because they understood the question, while their opponents did not. Singularly enough, it was not perceived that this very fact constituted a formidable reason for refraining from hasty action. But the Constitutional Convention undertook to protect the popular interests by refusing a hearing to the corporations, and in fact the extremists all along have insisted that they should be condemned unheard. At present the Republican politicians, laboring under the belief that the railroads caused their defeat last year, seem determined to avenge themselves by forcing the Democratic Commission to fulfil the pledges of its party. Meantime the legitimate rights and interests of the railroads are put out of court by the agitators, and with results which might have been anticipated. The conservative elements of the community, that is to say, are condemning and holding aloof from the intemperate and by no means too honest leaders of the movement, and it is quite possible that the end of this anti-railroad uprising may be but a repetition of its predecessors: a failure to effect anything, through a reckless and unprincipled attempt to effect more than is legitimate.

RAILWAY INTERESTS.

ACCUSATIONS OF RATE-CUTTING.

PASSENGER AGENTS CONSIDERING THE QUESTION OF ENFORCING THE POOL PENALTIES.

The subject of rate-cutting occupied almost all the entire time of the session of the Joint Executive Committee (passenger department) of the pool railroads yesterday. A thorough discussion of all the various methods by which schedule rates are evaded took place, and at times was of an animated character. The Lake Erie and Western Railroad formally entered a protest against the application to it of rules regarding the through business west of Buffalo which were not applied with equal force to all the other roads. These rules relate to the penalty of suspension of all facilities regarding the sale of tickets, through checking of baggage, &c., between connecting lines where a road has been found guilty of cutting rates. The penalty of the first offence is a suspension of ten days. The Lake Erie and Western representative submitted evidence showing that the New-York, Pennsylvania and Ohio had sold tickets directly out of its offices from Buffalo to Chicago at less than the tariff. The defence of the accused road was that it had made a claim for a differential rate on that business. The claim is said to have been filed after the last general conference in Chicago, where the penalty for cutting was adopted. It had not been granted, and, moreover, the cut charged by the Lake Erie and Western was even below the differential fare claimed by the offending road. Numerous other complaints of irregularities in fares were submitted, and the consideration of them was not finished. They will be discussed further at the meeting to-day.

An application of the penalty is strongly resisted by many lines. They are said to fear to apply it to any of their rivals lest they invite the punishment on their own heads. The consideration of this matter led, however, to an agreement to restrict the privileges allowed to second-class passengers on express trains. Most of the roads have been evading the tariff rates by allowing first-class privileges to holders of the lower-priced second-class tickets. The Lake Erie and Western road is reported to be somewhat mollified by the assurance of Assistant Commissioner Pierson that Commissioner Fink had under consideration a plan to reimburse the losses of that road through the diversion of through business from the St. Louis to the Chicago route to Missouri River points. The Lake Erie and Western and the Indiana, Bloomington and Western lines were granted differential rates from Cleveland to St. Louis, and between several interior places and New-York. Differential fares also were fixed between Buffalo and Chicago, Cincinnati and St. Louis, which it is hoped will remove some of the opportunities for cutting that have disturbed the serenity of the present meeting. The lowest differential rate established between New-York and Chicago was granted to the new route formed by the Baltimore and Ohio and the Wabash to Detroit, the Grand Trunk of Canada to Niagara Falls, and thence eastward over either the New-York Central or the Erie.

MR. CORBIN AND HIS CONDUCTORS.

There is considerable feeling at present existing among the conductors in the employ of the Long Island Railroad over the issuing of the following letter a copy of which has been sent to every conductor:

I. D. BARTON, *Esq., Long Island City.*

DEAR SIR: In view of your report covering the violation in a large number of cases of the rule established by us, that duplex tickets should be issued in every case where a cash fare was paid on the cars, we have determined to instruct you as follows:

First—Notify every conductor in writing that from and after this date no excuse will be taken for a violation of this rule.

Second—That upon proof being furnished that a violation of the rule has been made by any conductor he will be immediately discharged, and the following notice sent to the superintendent of every railroad in the State of New-York:

DEAR SIR: We beg to inform you that we have this day discharged ——, a conductor on this railroad, for repeated neglect to issue duplex tickets to passengers paying cash fares, according to our regulations covering such neglect, and have given special orders that he should never be employed upon our road again in any capacity.

P. S. You will enforce this order to the letter. Yours truly, AUSTIN CORBIN, President.

The conductors assert that the letter is a slur on them and their integrity, and that the standing order which is posted in most of the cars requiring the issue of duplex tickets is sufficient to cause them to do so without any further threats.

BOSTON, July 26.—*The Transcript* says: "The directors of the Toledo, Cincinnati and St. Louis Railroad Company have determined upon filing a petition for the appointment of two receivers for the company's property.

NEW BONDS FOR A SOUTH CAROLINA ROAD.

[BY TELEGRAPH TO THE TRIBUNE.]

COLUMBIA, S. C., July 26.—At a special meeting of the stockholders of the Charlotte, Columbia and Augusta Railroad Company, held in this city to-day, it was determined to issue $3,000,000 of bonds, to be secured by a consolidated first mortgage, to be used in funding all the present outstanding indebtedness of the company and in making extensive improvements in the equipment of the road. The present bonded debt of the road is $2,688,000, bearing interest at 7 per cent. The new issue will bear interest at 6 per cent.

ORGANIZING A CALIFORNIA POOL.

DENVER, Col., July 26.—From private sources it is learned that secret meetings of the managers of the Western railroads are being held here with the object of forming a California pool. The roads represented are the Union Pacific, Denver and Rio Grande, Central Pacific, Southern Pacific and Missouri Pacific, including the line lately completed to El Paso. It is confidently expected that the pool will be formed, but upon what basis is not known.

LEASE OF A CANADIAN LINE.

TORONTO, July 26.—The Toronto, Grey and Bruce Railway has been leased for 999 years to the Ontario and Quebec Railway Company, subject to confirmation by the shareholders of the companies.

MISCELLANEOUS RAILROAD INTELLIGENCE.

PHILADELPHIA, July 26.—The first instalment of the issue of $5,000,000 collateral trust bonds recently authorized by the Pennsylvania Railroad Company for construction of its Schuylkill Valley lines was placed in the hands of the trustee to-day and will be forwarded to Europe. It amounts to $100,000.

BALTIMORE, July 26.—It was expected that the Board of Public Works would to-day decide upon the application of the Baltimore and Ohio Railroad Company for permission to build a bridge over the Susquehanna, at Port Deposit, on the Philadelphia extension of that road. The decision is withheld, and at the request of citizens the Board will visit Port Deposit on the 3d of August, and make an inspection of the locality proposed for the bridge. The objection is that the bridge will interfere with the navigation of the river.

At a meeting of the directors of the Richmond and Danville Railroad Company yesterday, a committee was appointed to prepare a circular-letter for distribution among the stockholders in explanation of the proposed increase of the capital stock of the company. Without transacting other business the meeting was adjourned, until to-day on account of the president's absence. It was said that Colonel Buford would reach New-York in time for the meeting to-day.

BUSINESS TROUBLES.

Another failure in the straw goods trade was announced yesterday—that of Henry F. Hills & Co., manufacturers of straw goods at Prince and Greene sts. The members of the firm, Henry F. Hills and George Griffin, made a general assignment without preference to Payson Merrill. This is Mr. Hills's third failure. He was formerly of Baldwin & Hills, who failed about thirteen years ago, and of Henry F. Hills & Co., who went through bankruptcy in 1878, compromising liabilities of $166,000 at 30 cents on the dollar. After that Mr. Hills continued alone for some time, but in November, 1880, he admitted Mr. Griffin into partnership. The present failure is attributed to the great depression in the straw goods trade and want of sufficient capital. The liabilities are currently reported at $125,000. Mr. Hills has gone to his home at Amherst, Mass. On Wednesday the firm gave a bill of sale of $5,000 on hats to J. B. McGeorge & Co.

John Brunner, of the firm of Julius Brunner & Co., manufacturers of toys, at Railroad-ave. and One-hundred-and-sixty-eighth-st., Morrisania, made an individual assignment yesterday to William Siegel, preferring the Germania Bank for $1,993. Mr. Brunner has been in the toy business for about sixteen years. The factory is valued at about $8,000.

"What's mesmerism?" asked Poots's little boy the other day. "Mesmerism, son, is the—well—let's see, how can I make you understand it? It is the—where's your dictionary? But no, never mind. I'll explain it in another way," and then Poots, who thinks he has a remarkably powerful mind, undertook to exert a mesmeric influence on his son. Fixing his eyes on his son in a way that made the boy shudder, he said, as he pointed to the clock: "See that pretty bird? Hear it sing? Let's catch it and put it in a cage," and he got up and dragged the unwilling boy after him. "Pretty bird, pretty bird," he said, as he patted the clock. Then the boy broke away with an awful yell, knocking the clock down in his terror, and yelling "Ma! ma! Pa's got the jims again." And that wound up Poots's experiments in mesmerism.—[Cincinnati Saturday Night.

A colored girl in Atlanta, Ga., was knocked over by an engine, and in a few minutes got up as if nothing unusual had happened, and looking after the engine, said: "You's got a heap on politeness to serve a lady dat way."

FROM THE FEDERAL CAPITAL

A CALL FOR BONDS ISSUED.

THE FIVE PER CENT FUNDED LOAN BONDS OF 1881 TO BE REDEEMED.

WASHINGTON, July 26.—The following is the one hundred and twenty-first call for the redemption of bonds of the 5 per cent funded loan of 1881 continued at 3½ per cent from August 12, 1881, dated to-day and signed by the Secretary of the Treasury: "By virtue of the authority conferred by law upon the Secretary of the Treasury, notice is hereby given that the bonds hereinafter indicated will not be accepted for surrender and exchange into 3 per cent bonds; and that the principal and accrued interest of the bonds herein below designated will be paid at the Treasury of the United States, in the City of Washington, D. C., on the first day of December, 1883, and that the interest on said bonds will cease on that day, viz: All registered bonds of the acts of July 14, 1870, and January 20, 1871, continued during the pleasure of the Government under the terms of circular No. 52, dated May 12, 1881, to bear interest at the rate of 3½ per cent per annum from August 12, 1881, and which constitute the residue of those issued under the acts of July 14, 1870, and January 20, 1871, known as continued 5s, and which have not been offered for surrender and exchange into 3 per centum bonds of the act of July 12, 1882.

"The bonds embraced in this circular are those last dated and numbered, as required by section 3 of the act of July 14, 1870, and include those which have been issued on transfers since the one hundred and twentieth call was issued. The three months' interest due November 1, 1883, on the above described bonds will not be paid by checks forwarded to the holders of the bonds, but will be paid with the principal to the holders at the time of presentation. Any of the bonds embraced in this call will be redeemed prior to their maturity upon presentation to this Department, interest being paid to the date of such redemption. Bonds forwarded for redemption should be addressed to the 'Secretary of the Treasury, Division of Loans, etc., Washington, D. C.' and all the bonds called by this circular should be assigned to the 'Secretary of the Treasury for Redemption.' Where checks in payment are desired in favor of any one but the payee the bonds should be assigned to the 'Secretary of the Treasury for Redemption for account of" ——(here insert the name of the person or persons to whose order the check should be made payable.)"

ARMY ORDERS.

WASHINGTON, July 26.—The following changes in the stations and duties of officers of the Corps of Engineers have been ordered: First Lieutenant Eric Bergland, upon being relieved from duty at West Point, N. Y., August 28, to proceed to Chattanooga, Tenn., and report to Major William R. King, Corps of Engineers, for duty under his orders; First Lieutenant Solomon W. Roessler, upon being relieved from duty at West Point, N.Y., August 28, to proceed to San Francisco and report to Lieutenant-Colonel George H. Mendell, Corps of Engineers, for duty under his orders; Second Lieutenants George A. Zinn, William C. Langfitt and Henry E. Waterman, Corps of Engineers, upon the expiration of their present graduating leaves of absence, to report in person to the commanding officer, Willett's Point, N. Y., for duty with the battalion of Engineers.

So much of paragraph 3, special orders, June 7, as directed Acting Assistant Surgeon Walter W. R. Fisher to proceed from New-York City to Vancouver Barracks, W. T., has been revoked and he has been ordered to proceed from New-York City to San Francisco and report in person to the commanding General, Department of California, for assignment to duty. Leave of absence for two months has been granted Major William A. Marye, Ordnance Department. Leave of absence for one month and twenty-four days has been granted Lieutenant-Colonel Godfrey Weitzel, Corps of Engineers. The leave of absence granted Captain Stephen R. Stafford, 15th Infantry, June 29, has been extended three months, and that granted Second Lieutenant Francis H. French, 19th Infantry, May 28, is extended one month.

SENECA INDIAN VOTES SOLD CHEAP.

WASHINGTON, July 26. — Special Agent Townsend, who was sent by the Interior Department to investigate the reported frauds in the elections recently held by the Seneca Indians in New-York State, has returned to Washington and is preparing his report. He will state that he found that a few of the Indians sold their votes for 10 or 20 cents to the victorious party, and this caused the minority to complain. The agent, however, thinks that in spite of these facts the Interior Department has not the right to declare the election void.

WASHINGTON NOTES.

WASHINGTON, Thursday, July 26, 1883.

A CONTRACT AWARDED.—The contract for furnishing standard furniture for the Court House and Post Office at Philadelphia has been awarded to A. H. Andrews & Co., of Chicago, at their bid of $14,200.

NEW NATIONAL BANKS.—The Acting Controller of the Currency has authorized the First National Bank of Brenham, Tex., to begin business with a capital of $50,000, and the Hunt County National Bank of Greenville, Tex., with a capital of $75,000.

AND HER MILEAGE DECISION.—The Second Controller of the Treasury has decided that the act of August 5, 1882, providing "mileage to officers while travelling under orders in the United States," does not authorize payment of mileage for the 658 miles of the route from Sitka to San Francisco, which is off the coast of British Columbia.

MATCH STAMPS TO BE REDEEMED.—The Commissioner Internal Revenue recently referred to the First Controller of the Treasury an application of the Diamond Match Company to have redeemed a large quantity of stamps on hand credited to its account. On July 1 the Diamond Company had a considerable quantity of matches, which had been stamped, but had not been sold or removed for consumption. The First Controller has given an opinion that the request can legally be granted.

HANLAN WINS ANOTHER RACE.

HE PLAYS WITH HOSMER AND LEE—HOSMER COMES IN SECOND.

SYRACUSE, N. Y., July 26.—The Hanlan-Hosmer-Lee race at Fulton this afternoon was witnessed by from 3,000 to 5,000 people. The course, three-quarters of a mile, was rowed over twice. The race was called at 4 o'clock and was rowed at 5. Herman Michels, of the Columbia Boat Crew, was chosen referee. The judges were: For Hanlan, Curry C. Chase, of Syracuse; for Lee, E. W. Mitchell, of Elmira; and for Hosmer, Harry Silverton, of Boston. Lee had the first position, Hosmer the second and Hanlan the third. There was very little betting on the result, it being conceded that Hanlan would be the winner. A few even bets were made on the result between Hosmer and Lee.

The oarsmen were called to their positions at 5 p. m., and were started at 5:06. All took the water together, Hanlan and Lee pulling 34 strokes and Hosmer 36. The wretched press accommodations made it impossible to keep an accurate account of the race. The trio kept even for the first half mile. Hanlan then drew ahead and Hosmer went a trifle in front of Lee. Hanlan turned the stake in six minutes, Hosmer ten seconds later, and Lee five seconds after Hosmer. On the way back to the start Hanlan drew well to the front of Hosmer and Lee, between whom a fine struggle ensued.

A quarter of a mile from the start Hanlan slowed up, and the others gained on him. Hanlan turned the starting-point four lengths ahead of his competitors in 9:34, Hosmer and Lee turning together. After turning Hanlan stopped rowing and took a drink of water from his hand and again started, being two lengths ahead of Hosmer and Lee. The three went in the same position to the quarter, when Hanlan crossed to Lee's water and rowed to the turning stake.

Lee and Hosmer kept up a fine struggle all the way up. Hanlan turned the stake in 14:50, and Lee, who had gone to the fore, ten seconds later, Hosmer being two seconds behind. Hanlan spurted after all three had turned, and, gaining a good lead, settled down to a twenty-eight stroke. Hosmer shortly after turning made a spurt and was soon alongside of Lee. Both pulled a fine race all the way back, and about a quarter of a mile from the finish both drew up to Hanlan, and the three, side by side, raced for a short distance, when Hanlan by a few strong strokes opened a lead of several lengths. When a few rods from the finish Hanlan quickened his stroke and crossed the score a winner. Hosmer was about length and a half ahead of Lee. Time—Hanlan, 19:49; Hosmer, 19:50; Lee, 19:51. Henley, of Oswego, pulled outside the three and was not a bad fourth.

The water was smooth as glass all the afternoon. There was a very faint breeze. Many are of the opinion that the course was not fully three miles. Courtney was not present at the race.

Negotiations are pending for a regatta on Onondaga Lake, a mile north of here, early in September. Courtney, Lee and Hosmer have agreed to take part, and amateurs Larman, Dabinette, Henley, Sexton and Drum will also row. Hanlan, Lee and Hosmer left Fulton for St. Paul, Minn., this evening. Hanlan this afternoon again signified his intention of rowing in the Watkins Regatta.

CHAMPION GLASS BALL SHOOTING.

[BY TELEGRAPH TO THE TRIBUNE.]

SYRACUSE, N. Y., July 26.—In a glass-ball shooting match to-day for $250 a side and the championship of the United States, George Luther, of this city, scored ninety-six, and R. E. Sheldon, of Cleveland, seventy-nine out of a possible hundred.

BASEBALL NEWS.

Another well contested game of baseball was played at Brooklyn yesterday between the Brooklyn and Anthracite Interstate nines. The large crowd that was present loudly applauded the good plays of the contestants. It was Ladies' Day and the fair sex was well represented. The umpire made several decisions that did not meet with favor. The Anthracite nine took the lead in the first inning, scoring two runs amid cheers. No more runs were scored until the last inning when the home nine made one run, but could not tie the score. The score is as follows:

Brooklyn.	r	bh	po	a.	e.	*Anthracite.*	r	bh	po	a	e
Schenk, 3 b...	0	0	0	3	0	Grady, c. f....	1	1	0	0	0
Smith, l. f....	0	2	2	0	1	Galbraith, r.f.	0	1	2	0	1
Walker, c. f...	0	2	2	0	0	Milligan, c ...	1	2	8	1	0
Geer, s. s.....	0	1	0	8	1	McLaughlin, 2b	0	0	1	0	1
Greenwood, r. f.	1	1	0	0	0	Knowles, 1 b..	0	1	0	0	0
Household, 1 b	0	0	15	0	0	Alcott, 1. f....	0	2	4	0	0
Fennelly, 2 b.	0	1	1	2	1	Holland, 3 b..	0	0	2	0	0
Farrow, c.....	0	1	4	2	0	Lane, s. s.....	0	1	9	0	0
Terry, p.....	0	0	0	1	3	Miller, p.....	0	0	2	0	0
Total.....	1	8	24	14	6	Total.....	2	8	27	5	2

Brooklyn.....	0	0	0	0	0	0	0	0	1—1
Anthracite.....	2	0	0	0	0	0	0	0	..—2

Runs earned—Brooklyn, 0; Anthracite, 0. First base by errors—Brooklyn, 2; Anthracite, 4. Struck out—Brooklyn, 5; Anthracite, 4. Total left on bases—Brooklyn, 6; Anthracite, 9. Two-base hits—Farrow, Fennell and Grady. Total base hits—Brooklyn, 10; Anthracite, 9. Double plays—Fennell, Household; Miller and Holland. Wild pitches—Terry, 1; Miller, 1. Umpire—Mr. Griffith. Time of game—1 hour and 40 minutes.

The postponed game between the Athletic and Metropolitan nines will be played at the Polo Grounds to-day.

At Philadelphia—Metropolitan, 8; Athletic, 1.
At Baltimore—Allegheny, 11; Baltimore, 8.
At Chicago—Chicago, 17; Philadelphia, 5.
At Cleveland—Cleveland, 5; Providence, 2.
At Detroit—Detroit, 2; New York, 0.
At Buffalo—Buffalo, 7; Boston, 4.
At Columbus—Cincinnati, 8; Columbus, 2.
At St. Louis—Eclipse, 5; St. Louis, 4.

CRICKET AT NEWARK.

The Staten Island cricketers visited Newark yesterday and defeated the home club by nine wickets. Newark made 71 in the first inning to 62 made by Staten Island, but in the second inning Newark lost five of her best batsmen before scoring a point, the last wicket falling for 41. In the first inning the double figures made were 46 by White for Newark, and 17 by Hill and 13 by Wilson for Staten Island. In the second inning Wilson scored 26 and McEwen 22 for Staten Island, while Brewster made 13 and Hooper 11 for Newark.

PHILOSOPHY AT THE CONCORD SCHOOL.

DENTON J. SNIDER'S PAPER ON LITERARY BIBLES—A LECTURE BY THE REV. DR. BARTOL.

[BY TELEGRAPH TO THE TRIBUNE.]

BOSTON, July 26.—The session of the Concord School of Philosophy last night was occupied by Denton J. Snider, of St. Louis, who lectured upon Homer and the Greek religion. *The Journal* report of the meeting says that Mr. Snider is an energetic speaker, claiming attention by his forcible and strongly accented method of pronunciation. He said that the first of the literary bibles, and the most important, was composed by Homer. Still Homer is heathen. Opposed to him is Dante, the next in order of time, and representative of Christianity. The English literary bible was composed by Shakespeare, and with him came a new epoch quite the reverse of the preceding Dantean time, for the Church had receded to the background. The German literary bible is Goethe's "Faust," denying in *Mephisto* the whole spiritual world. Goethe may be said to include the other bibles and their negations, too. He is the universal poet until another greater than he arises with a new synthesis. The great religious bibles have come from the Orient. Having characterized the sacred bibles, Mr. Snider gave the common principles of the literary book. Their purpose is to undertake to tell the man how to reason from his alienation and be matured to accomplish the salvation of man and his restoration to the highest. Having given the distinction between the religious and literary bible, which is that the former laid stress on the hereafter and the latter on the present, Mr. Snider said it is a significant fact that the West, America, has never produced a religious book, unless Joseph Smith's Mormon book is accepted as such. It may be said that if one understands fully these literary bibles he has little use for other books; these are but repetitions. The wisdom of the world is contained in the literary bibles. The great book and the name of its author will be preserved. He is the chosen one. The universal spirit is seeking expression through him with desperate struggle. All literary bibles have this demoniac element in their very nature. If the writer has no demon within him he has nothing enduring to say of the literary kind. Of all great authors Goethe has the best trained demon. The lecturer then spoke of the importance of studying these books. To know these books is to know one's self. They make the best course in a university, being universal both in their contents and exposition. To the literary man they are the very source and inspiration of his calling. The lecture ended with a short comparison between the religious and literary bibles.

The Rev. Dr. Bartol gave this morning a lecture on "Optimism and Pessimism—a Personal Equation." In his impressive manner he showed his belief in the power of love in the universe, the method of love to his mind being more worthy than any philosophic method in discovering all that could be discovered in the universe. The lecture was as he termed it, a "recess" from the school's teachings, and was appreciated by all, even by those who did not agree with his idea of placing philosophy in the background.

*THE GRAND ARMY REUNION