THE BROADWAY CABLE ROAD.

ARGUMENTS OF FRIENDS AND ENEMIES.

REFUTING JUDGE RUSSELL'S STATEMENTS—A CHANGE OF HEART IN BROOKLYN.

The opposition to the cable railroad on Broadway by the Broadway Railroad Company is vigorously continued, and, as represented by ex-Judge Horace Russell, bids fair to result in some warm discussions when the matter comes up before the local authorities to-morrow, when that company will ask the consent of the authorities to the laying of its tracks at once. Mr. Russell on Saturday referred, in an interview with a TRIBUNE reporter, to the cable company as "a gang of speculators" who wished to get ahead of the other companies by unfair means, and advanced arguments why they should not be allowed to proceed. His remarks are published below, as also are the answers which W. C. Andrews, the president of the New-York Cable Railway Company, makes to his charges. Mr. Andrews states fully also the intentions and objects of his company.

In answer to the question "Why did you withdraw consent to this cable road as counsel for Mrs. Stewart and Judge Hilton?" Judge Russell said:

My clients want a surface road in Broadway, which will be safe and help Broadway, but we do not believe that what this company proposes will be either safe or helpful. We should have a wider street than Broadway for a cable road, and I do not believe it to be right to allow anybody to experiment on our main thoroughfare—let them go up town for that. The danger from accidents is very great from such a road. In Chicago they killed a man a week until people learned to get out of the way as from a locomotive. Now, the Chicago streets are not crowded like our Broadway, and packed with people and vehicles all day long, and if the Chicago road kills one each week, what would be the number in Broadway? If this company comes in with its right of way and its 800 horse-power to drive its cars, everything must get out of the way or be demolished. Broadway in many places is only thirty-three feet between the curbs, and with two railroad tracks in it, where will there be room for anything else?

In THE TRIBUNE of Saturday W. C. Andrews says that I know nothing about cable roads. I have never seen such a road, but I have consulted with many persons who are perfectly familiar with the system, and am satisfied that we do not want it on Broadway. This Broadway Cable Company say that they have the consent of a majority of the property-owners, and they will try to ignore the commission appointed to determine the question of having a road. They ought not to be allowed to go on in that way.

Mr. Andrews says that the Broadway road is to be a trunk line, but he must make arrangements with all the other lines first, and how does he know that he can do this? Shall we put a club into the hands of this company with which to bully all these other companies? We shall oppose this cable road with all our power, and I hope that everybody who has consented will withdraw that consent before Tuesday. We shall appear before the Board of Aldermen to oppose the granting of any franchises.

The commission appointed by the General Term of the Supreme Court to settle all the rights of the companies is composed of ex-Mayor S. B. H. Vance, G. W. L. Lord, of the firm of Lord & Taylor, and Sidney S. Harris. Why will not the cable company present their arguments to a commission of such men? They hope to get their road running before any one can stop them. There should be a way to make them submit to the Commission. C. C. Beaman, of Evarts, Southmayd & Choate, told me that that firm was opposing the cable road on behalf of many of their clients.

I do not know how Mr. Andrews can call the Goelet and Lorillard estates "small owners" who are opposing the road. We do not know that a cable road would be a success, and why should this city give up its best thoroughfare to the caprice of speculators on their mere assertion that it will succeed? Remember, Mrs. Stewart and Judge Hilton both are in favor of a road in Broadway, but under the circumstances are in favor of giving the franchise to their old enemy, the Broadway road, for that road can carry passengers from the Battery to Central Park for one fare.

The reporter called the attention of President Andrews to what Judge Russell had said. He replied:

"The company that can do the most for New-York City is the one for the city to favor by all means. The objection to the cable road that it will take up too much of the street is not reasonable, for it will take up one foot less in width than the horse-car road, and our cars will be two-storied and accommodate twice the number of passengers. Not one man has been killed by the cable road in Chicago in the last eighteen months. We are to have shields all around the cars from the bottom of the car to the track and not even a child can get under the wheels. The cars will be made perfectly safe. The number of persons killed by horse-cars in New-York is simply astonishing and would cause great surprise if known.

One thing is certain, that no safer system than ours can be devised. Twenty-four persons were killed and eighty-nine injured by the horse-cars in 1883. There has not been that many accidents in the whole existence of the cable roads.

Every part of the space occupied by our cars is utilized, and leaves out the space taken up by the horses, and we carry the same number of passengers in one-half the space.

Mr. Russell consented to a cable road with full knowledge of what was proposed. Broadway is forty-five feet wide on the average, to say the least, and Mr. Russell don't know what he is talking about. I do not think the public understand just the distinctions between and the relations of the companies which offer to build roads of different kinds in Broadway. The Broadway Railroad Company wishes it to be distinctly understood that it is not wedded to any particular system, but is seeking to adopt the best. This has been our position all along. If it shall prove upon investigation that the majority of the property-owners express a desire as to the kind of road they wish, we will conform to their wishes. Many owners in Broadway desire a cable road. Here is a telegram received on July 30, 1884:

New-York Cable Railway Company.

The owners of 419, 421, 423 Broadway will give their consent to your company to operate a surface railway—provided it is worked as a cable road only.

Very respectfully,
Newport, R. I., July 29, 1884. L. VAN NESS.

The Broadway Railroad Company have the consents in Broadway, and there is no Broadway Cable Company; there is a New-York Cable Company, but it claims no rights on Broadway and has sought to obtain no consents of owners there.

Judge Russell says that we must make arrangements with all the other companies if we make Broadway a trunk line, etc. Pray, who is spokesman for all these horse-car companies? and, if so, how recently did he become such?

Judge Russell knows the men who compose this commission appointed by the Supreme Court. Now, Mr. Vance is a director in three of the horse railroads operated by Jacob Sharp. Comment is unnecessary. The cable company has not asked to have the commission referred to by Judge Russell, having never applied for a consent or obtained a refusal. Hence, we cannot go before this commission, as he says we ought to. The field is never gone there is open, and therefore could not withdraw it. I regret that a gentleman of the intelligence of Judge Russell and of his position should attempt to go before the public on a question of which it is apparent he has so little knowledge and such a misinformation. The "gang of speculators" referred to by the Judge is composed of the following gentlemen: William C. Whitney, George H. Warren, Brayton Ives, James A. Roosevelt, Thomas F. Ryan, Rowland N. Hazard, Joseph J. O'Donohue, George G. Haven and W. C. Andrews. They form the Board of Directors of the Broadway Railroad Company, who are stockholders, together with the following gentlemen: George F. Baker, E. T. Wilson, William Cullen and others.

As for our road stopping at Fourteenth-st., as the Judge says, it is not true; neither can the old Broadway road come to that, now, as much. Will not the people of this city be more benefited by operating the Broadway line as a trunk line, as I have before indicated, than being confined to the one line known as the Broadway and Seventh Avenue Road? It will be the policy of the Broadway Railroad Company to inter-change with all the existing horse-car lines having connections directly or indirectly with Broadway, as also with the new cable system to be completed, and which will carry for a five-cent fare, with free transfers to all connecting roads, has established in the city of New-York what is already worked out in the practical and operation of the locomotive roads of this country, a free interchange of passenger traffic on one fare from point to point.

I am not surprised at Judge Russell's argument in favor of the old Broadway road having exclusive control of it, a great monopoly, as he is evidently working in its interest alone and desires to send all the travel above Fourteenth-st. over the one line and compel a change of cars and payment of another fare by those wishing to go in any other direction. Is this an effort on his part to subserve the interests of the community, or of a corporation which would result in a monopoly? I have just been informed that Mr. Richardson, of Brooklyn, who formerly opposed the cable roads, has to-day applied to the Commissioner of Brooklyn for permission to turn all his horse railroads into cable roads.

THE RIVAL STATEN ISLAND FERRIES.

Mr. White, the general ticket agent of the Independent Steamboat Company, was selling tickets yesterday at the entrance to Pier No. 27, North River. He said:

We have sent down about 2,000 passengers so far (9 o'clock), and before the day is over the number will probably reach 3,000. The people generally don't know where we land in New-York as yet, and those who are in the habit of going to the Island on Sundays at first will naturally go from the old pier. The New-York terminus will be changed on Tuesday to Pier No. 18. This is where Mr. Starin's boats used to land when he ran the old Staten Island ferry, before he got control of the Whitehall-st. pier. Our last regular boat leaves here at 7:30 p. m., but we shall probably have to send down an extra boat at 8:30 or 9 to bring back the people. Those interested in the Independent Steamboat Company are mostly tug-boat men, among whom a pool was formed to run this ferry.

The travel by the boats at the foot of Whitehall-st. was large all day. The North Shore Ferry boats were all on time. The steamboat Middletown ran hourly trips to Bay Ridge, landing in the East Shore slip. A gangway was cut through the piling of the Manhattan Beach pier. The number of passengers by this line on Saturday was about 2,600, and yesterday, up to 4:12 p. m., had reached 2,250. Albert Meislah, jr., who was for many years bell chimer of Trinity Church, is the ticket agent at this pier. He said that the travel was as large as it had been before the change of management.

TROUBLE CAUSED BY SMALL POTATOES.

Dr. Henry O. Claus, of No. 318 West Thirty-ninth-st., has long employed Mary Viohl as his housekeeper. On Friday Dr. Claus found fish for dinner with potatoes.

"Can you not give me larger potatoes than these?" said the doctor to his housekeeper. "You know that I do not like small potatoes."

Miss Viohl said that she had done the best that that she could for him, and if he did not like them that he could leave them. The weather was too warm, she said, to bother over the cooking and, anyway, he was a fussy old man.

"Saumench!" screamed the doctor, rising in great wrath from the table; and he jammed his hat on his head, slammed the front door after him and departed to the nearest beer shop. He returned about 2 a. m. and renewed the quarrel. In his rage at the thought of the small potatoes, he took Miss Viohl by the throat and nearly strangled her. She seized a tea-cup and flung it at the doctor, striking him on the forehead.

Officer Gardner arrested Miss Viohl, and yesterday morning, after Justice Power, in the Jefferson Market Police Court, had heard the whole case patiently, he dismissed it.

TALKING ABOUT ELECTRIC MOTORS.

MR. EDISON IN DEFENCE OF HIS CLAIMS AS AGAINST MR. FIELD'S.

Thomas A. Edison, the inventor, recently expressed his views freely to a TRIBUNE reporter in regard to the electro-dynamic motor for which Stephen D. Field, a nephew of Cyrus W. Field, some time ago obtained a patent. The claims of the latter to priority of invention over the motors of Mr. Edison and Dr. Siemens were recently allowed by a Patent Office decision. Mr. Field has complained that, having pooled his patents with those of Mr. Edison in the Electric Railway Company of the United States, Mr. Edison, when asked to allow him to take out his patents and close out the concern, gave him no satisfaction, and Mr. Field has declared that if his hands were not thus tied he would at once apply the motor to the Forty-second-st. branch of the New-York Elevated Railroad, on which the company had offered to allow the experiment to be made. Concerning this Mr. Edison said:

"Mr. Field tried an experiment concerning the use of electricity as a motor with an elevator, and he calls that applying the motor to a railroad, and says that if it will go up and down, a car will go along on a track. I have built a railroad three miles long at Menlo Park, on which I ran at the rate of forty-two miles an hour with my electric motor, and carried six or eight freight cars. It is a real practical thing. I could not go on with it because I had not time. I had too many other things to attend to, especially in connection with electrical lighting. Field's people were afraid they would lose their patents and wanted to consolidate with me. The practical parts of the invention are mine. I consolidated with them, and since then they have done nothing. If I had been separate from them in this matter I would have appealed the case and would have won it, but as we were consolidated I do not need to do so; and now, because I did not defend the case, he wants to withdraw his patents from the pool. I am not willing to let him withdraw after having put my invention in and allowed him to get his decision. He couldn't have got it on any such nonsense as running an elevator. I am willing he should apply it to the Elevated Railroad. If he wants to do so he can have all the profits so far as I am concerned. I guess all the others interested would consent to have it introduced in this way. I am keeping pretty busy. I am going into original experimenting again. I'll get out a new crop of inventions during the next year in the electrical line."

LEMONADE TO ORDER.

THE GROWTH OF A SMALL INDUSTRY IN THE LOWER PART OF THE CITY.

A young man who has been engaged in "running stocks" in Wall Street for a large firm of brokers, was recently recalling the experiences of the lads in his business in the matter of luncheon. All that they could afford was to stand at some corner and eat sandwiches and pie peddled by a man from a basket, and wash them down with a two-cent glass of lemonade, dished out of a bowl which contained one lump of ice, about three quarts of water and a half a dozen slices of lemon laid on top. Lately, however, these embryo financiers have been able to indulge in the luxury of an "ade" usually made for them to order. A stand is at William and Wall sts., under the protecting wing of the Custom House. The contents consist of pies and cakes, which do not look tempting; upon one end is a huge water cooler, and near it an immense pile of lemons, a squeezer and a large bowl of powdered sugar. The making of the decoction is simple, consisting of a whole lemon to each glass and all the sugar a sweet tooth could wish for. Said the young broker:

This experience caused me to make a journey in my old camping grounds, and in that one industry (?) I noted a great change indeed. In the neighborhood between Liberty-st. and Beaver-st., and Broadway and Pearl-st., I found no less than twenty-three lemonade stands, all of which made it "to order," and of the whole number only two kept it in the old "one, two and three cent a glass" way. Three of these stands in Wall-st., two in Nassau-st., three in Broadway and three in Broad-st., use on warm days an average of 400 lemons a day, while the entire twenty-three stands use, as nearly as I could get the figures, about 5,000 lemons during a good day's business.

From some figures I obtained I tried to calculate the profits, and I give the results:

1 lump of ice	$ 15
3 pounds powdered sugar	25
250 lemons, average	2 50
Total	$2 90

This would make about 300 glasses of lemonade at five cents, making the receipts somewhere in the region of $15, with an expenditure of only $2 90. This appears to be a lucrative business, and in this branch of New-York trade competition seems to have benefited both parties, the buyer and the seller.

It may be thought that the customers consist only of office boys and District Telegraph messengers, but Stock Exchange members, men from the Petroleum Board, the Custom House, business houses and banks, frequently send after or go out for a plain, egg, or soda lemonade.

DOINGS OF THE WORKINGMEN.

The Central Labor Union met yesterday at Second-ave. and First-st. The Bakers' Union reported that it had discharged the non-union musicians hired for their picnic and have hired instead members of the union. The Progressive Cigarmakers reported that the proprietors of Irving Hall were selling non-union cigars, and it was resolved not to patronize Irving Hall until union brands were sold there. The tailors reported that they will parade in a body on September 1, and some of them will be at work in trucks. The east side dry-goods clerks reported that a number of their employes had agreed to close at 7 p. m., and they asked the Arbitration Committee of the union to visit such of the stores as refused to close and induce them if possible to accede to the demand.

The silk ribbon weavers reported that their trade is dull and they have been forced to accept further reductions. The painters reported that the work on public school No. 33 in West Twenty-eighth-st. is doing in a steady manner by non-union men. The secretary was instructed to bring the matter before the board of education. The picnic committee reported that 30,000 tickets had been sold for the picnic and an additional edition of 30,000 was ordered to be printed. It was reported that a meeting of colored workingmen will be held next Saturday night in the African Methodist Episcopal Church in Sullivan-st., for the purpose of organizing a Colored Workingmen's Club. The offer by Mr. Doane, the manager of the steamer Plymouth Rock of the steamer for excursions for the Union building fund was accepted.

A DENIAL FROM MR. McCREERY.

In newspaper dispatches from Pittsburg yesterday it was stated that J. H. McCreery, general solicitor of the Pittsburg and Lake Erie Railroad, who has the contract for building the Neville Railroad, is having considerable trouble with the Italian laborers, who are in arrears of pay, and that a large amount of the road's bonds had been hypothecated by Mr. McCreery. It was also stated that he was in default in the payment of a balance due to one of the heirs of the Rachel C. Hall estate, of which he is the guardian. Mr. McCreery, whose office is in the Guinesey Building, said, in explanation of the above, yesterday:

I would like the privilege of saying three things:

First—I own the entire issue of the Neville Island Railroad bonds, and, excepting ten bonds, all are now in the possession of my associates in the building of this road, who, knowing my money market needs, have relieved me from any active work on this line. They are not and never have been hypothecated; but if I wished I have a perfect right to so use them.

Second—If any trouble exists between the Construction Company and the Italians I am not advised of it; but it can be only temporary, as the enterprise is full of real merit.

Third—I am not a ward of any order of the Orphans' Court compelling me to pay a balance which the law may say is due by ward Rachel Hall. It is true I have sought to avoid its payment in every legal way, at least, having once paid it for board and tuition of my ward and not been repaid it, I naturally object to paying it a second time. But if the court has made an order for its payment it will be done before Monday is old.

SUNDAY MUSIC IN THE PARK.

Parasols of every shade and description crowded the Mall during the usual concert at Central Park yesterday afternoon, and although it was shady, seemed to afford their fair owners considerable satisfaction. Tall hats were also common. The warm weather had brought out a number of white dresses, and altogether the assemblage had quite the appearance of May Fair. The Mall was not as crowded as usual, but the people had evidently found out that the music could be heard at the Lake, for the shores were filled and the rowboats were kept running constantly. The children were out in full force and made it lively for the gold fish in the fountain, the rim of which was fringed with a picturesque array of diminutive legs and petticoats. One little miss, in an abortive attempt to catch a nimble "shiner," fell into the water, but was promptly fished out, and returned, somewhat wilted, to her tearful mother, who recovered her composure sufficiently to apply a corrective hand in a manner which must have had a most salutary effect in removing the temporary chill. A number of sailors in exuberant spirits were the objects of considerable attention, and shared the honors with two Chinamen, who wore their queues tucked neatly down their necks.

STATE OF THE BRICKLAYERS' STRIKE.

There have been no particularly interesting developments in the strike of the bricklayers of late. The officers of the Bricklayers' Union say that they are confident that the strike will not last a week longer and that a number of the bosses will surely yield to-day. The laborers will to-day begin to pay to their men who are on strike. They have appropriated $1,500 for that purpose. Blackledge & Co. have yielded and their men, thirty bricklayers and twenty laborers, will return to work to-day. A communication has been sent by the Butchers' Union, offering all its money, about $9,000, to the bricklayers and laborers should they require it. The hod-hoisting engineers also offered the contents of their treasury to the strikers.

A delegation from Laborers' Division No. 1, waited on the Framers' Union yesterday morning and asked financial aid. The framers said that they would not aid one of the divisions but would give what aid they could to the Central Council. They could not offer much aid, as they have themselves 200 men out of work on account of the strike. Typographical Union No. 6 has appropriated $200 for the strikers.

WAS HE CLUBBED?

George Sanders, age thirty-three, of No. 51 First-st., went into the Fifth Street Police Station House yesterday morning about 4 o'clock, with his head cut, and the blood flowing freely from the wounds. He was under the influence of liquor, and had been clubbed at Bowery and First-st. An ambulance was summoned, and he was taken to the Bellevue Hospital. Sanders said that he had been drinking with a friend, and that about 1 o'clock his friend left him, but when he crossed the Bowery called to him. Shortly after he rejoined his friend a policeman accused him of robbing the man, and when he denied the accusation the policeman clubbed him.

The story told at the station house was that the injuries were received in a notorious "sporting house," known as the "Champion's Rest," at the Bowery and Houston-st., in a free fight.

KILLED BY BEING THROWN DOWN.

John Lyons and his wife were quarrelling in the tenement house at No. 138 Navy-st., Brooklyn, yesterday afternoon, when William McKenna, another tenant of the house, interfered. The two men engaged in a struggle on the stoop and Lyons was thrown down the steps by McKenna. He fell in such a manner that the back of his head struck the flagging with great force and his skull was fractured at the base of the brain, causing almost instant death. An ambulance surgeon was called, but the injured man was dead upon his arrival. The body was taken to the Morgue to await the inquest. McKenna walked to Gold and Hillary sts., where he met Policeman Campbell, of the First Precinct, to whom he surrendered himself. The policeman took him back to the house to learn if his story was true, and he was then locked up in the Washington Street Police Station upon a charge of homicide.

THE DEVONIA AND HER CLEARANCES.

Captain Young, of the Anchor Line steamship Devonia, raced to and from the deck of the steamer yesterday. He was asked if he had been informed that a clearance would be refused unless Moses Rosenstein, the alleged pauper emigrant, who escaped from the vessel, sailed with it.

"I don't know anything more than I have seen in the papers this morning," he replied. "I can't keep a lookout for my own sailors when they have a mind to run away, and how was I to keep this man Rosenstein unless I locked him up; that I had no authority to do. I don't know where he can be found now. It is a strange way these commissioners are acting. Formerly people were wanted to come to the country; now it seems that none but cabin passengers are wanted."

TIRED OF LIFE'S MISERIES.

A young man, age about twenty-one, named Reindal, committed suicide by shooting himself through the head with a revolver on Saturday night, at No. 403 Sixth-st. Reindal, who is an Austrian, came to this country a little while ago and secured a room in the boarding house of Mrs. Burchardt, at No. 403 Sixth-st. He had been unable to get work and on Saturday afternoon he went home in a despondent frame of mind. Yesterday afternoon, when the landlady went to his room, she found him lying on the floor in a pool of blood, which had come from a bullet wound in his head. The weapon with which he had taken his life lay on the floor beside him. Reindal left a letter addressed to Max Schack, No. 95 Bleecker-st., but no such man could be found at the number indicated.

ALIENATING A HUSBAND'S AFFECTIONS.

An answer has been filed in the Supreme Court in Brooklyn, in the suit brought by Mrs. Sarah B. Harrison, of No. 95 Rodney-st., Brooklyn, against Mrs. Frederica Waring, a widow of Lexington-ave., recover $50,000 as damages for the alienation of her husband's affections. Mr. Harrison is a cousin of Mr. Waring, who died leaving an estate of $500,000. The complaint alleges that after the latter's death Mr. Harrison became intimate with Mrs. Waring, and frequently visited her at her house, and drove out with her to Central Park in her carriage. It is charged that since March 1883, he lived in Mrs. Waring's house at intervals, and Mrs. Harrison found him there at one time, when a scene occurred. The answer is a general denial.

HOME NEWS.

PROMINENT ARRIVALS.

Fifth Avenue Hotel—Ex-Congressman Julius C. Burrows, of Michigan.....*Clarendon Hotel*—Antonio Barres, Minister for Guatemala at Washington.....*Victoria Hotel*—Lieutenant W. W. Griffin, of the Royal Artillery, and Lieutenant G. F. Henderson, of the 84th Regiment, British Army.

WHAT IS GOING ON TO-DAY.

J. M. Horton Company against Railroad Commissioners, Supreme Court.

Application for appointment of Commissioners for Broadway Surface Railroad, Supreme Court.

Lincoln Club banner raising, Broadway and Eighth-st., evening.

Mass-meeting of Jacobus Battery, Bleecker Building, 8 p. m.

Swedish Republican organization meeting, No. 192 Third-ave., 8 p. m.

National Convention St. Patrick's Alliance, Jersey City.

Bricklayers' Union mass-meeting, Coney Island, 2 p. m.

Departure of Fresh-Air Fund children for country vacations.

Irving Hall ratification meeting, Irving Hall, 8 p. m.

Trial of eight for America's Yacht Club races.

Boston-New-York base ball match, Polo Grounds.

NEW-YORK CITY.

RESCUED FROM DROWNING.

Charles Burghard, of No. 552 Second-ave., while swimming in the East River, at the foot of Eighty-seventh-st., yesterday morning, was suddenly taken with cramps and sank. Harley Curtis plunged in and rescued him.

NOT A CASE OF CHOLERA.

Thomas Hughes, the alleged victim of cholera, was discharged, cured, yesterday from St. Vincent's Hospital. One of the house doctors said he was suffering from intestinal colic, and was relieved almost immediately after a small dose of morphine.

EAST TIME BY ATLANTIC STEAMSHIPS.

The steamship City of Rome, which arrived at Sandy Hook yesterday morning, sailed from Queenstown on Sunday, July 27, making the run in 7 days, 2 hours and 20 minutes. The Aurania, of the Cunard line, which left Queenstown the same day, arrived in the evening, having made the trip in 7 days, 6 hours and 22 minutes.

MR. OLNEY PREPARING A REPLY.

District-Attorney Olney was asked last evening if he wished to say anything in reply to the report of Inspector Byrnes, arraigning the District-Attorney's office for alleged shortcomings in prosecuting criminals. He said: "At present I prefer to say nothing. To-morrow I will probably prepare a reply, and this will be given to the press for publication."

ENGAGED IN UNLAWFUL MIDWIFERY.

Mrs. Ellen MacAdam of No. 1,842 Second-ave., was arrested yesterday, on the complaint of Dr. Hugo Mayer, of No. 234 East One-hundred-and-fifth-st., for practising midwifery without a diploma or license. She was taken to the Harlem Police Court and remanded by Judge Gorman until this morning, when the lawyer of the County Medical Society will be on hand to conduct the prosecution.

THE ELLSWORTH FIRE ZOUAVES' REUNION.

The Noah L. Farnham Post, No. 458, Grand Army of the Republic, the original Ellsworth Fire Zouaves, will hold its first reunion at Lion Park on Thursday. The feature of the occasion will be a tableau, which will embrace life in the old fire department, with the veritable old goose-neck engines, Captain "Jack" Wildey figuring as chief of the department.

A PASTOR ENTERS ON NEW DUTIES.

The Rev. J. C. Mackey, late a pastor in Whitingsville, Mass., accepted last week the unanimous call of the Jane Street United Presbyterian Church of this city and yesterday entered upon his new duties. This church, one of the oldest in the city, had for some time been without a permanent pastor. It was well filled yesterday with its regular attendants and the members of the Charles Street Church, the pastor of which is absent in Scotland. The Rev. Mr. McDowell assisted at the afternoon service. There was no installation ceremony.

STABBED IN A QUARREL.

The usual Sunday row in the Italian quarters occurred about 4 o'clock yesterday, at No. 53 Mulberry-st. Raphael Maccasone, of No. 141 Twenty-first-st., South Brooklyn, and Joseph Ann, of Twenty-fourth-st., South Brooklyn, visited some friends at No. 53 Mulberry-st. While there they quarrelled with Antonio Fritzo and Benjamin Donato, and in the fight Fritzo was cut in the head, receiving a serious wound. He was taken to the New-York Hospital, and the other men arrested.

A BURGLAR CAUGHT BY A NEIGHBOR.

James G. D. Bennett, of No. 624 East One-hundred-and-forty-second-st., is at Ocean Grove. On Saturday night his next door neighbor, G. L. Cole, went into his garden and found a man climbing the fence. Mr. Cole held him until Officer McDonna arrested him. The prisoner who was James Fitzpatrick, age eighteen, of No. 88 Mulberry-st., was searched. He had one of Mr. Bennett's suits of clothes under his own, and in his pockets were a gold bracelet, and several pieces of silverware. Mr. Cole found his neighbor's house pretty well ransacked, the trunks having been overhauled and the contents strewn about the floor. Fitzpatrick pleaded guilty at the Harlem Police Court yesterday, and Justice Gorman held him in $1,000 to answer.

BROOKLYN.

Michael McMahon, age twenty-two, and John Flynn, age seventeen, were arrested on Saturday night in Jersey City, for stealing a truck and team of horses, worth $300, from John McMahon, of No. 135 North Ninth-st., on July 30. The property was recovered and the prisoners were taken to Brooklyn.

In a quarrel at No. 56 First-st., E. D., early yesterday morning, John Drury, age twenty-seven, stabbed Michael Woedlock, age forty, in the abdomen, with a knife, causing a serious wound. He also cut Peter Dowd in the face, and Mrs. Ellen Dowd in the right arm. Drury was locked up in the Fourth Street Police Station.

Two Italians, named Angelo Dellagreno, age twenty-eight, of No. 32 Union-st., and Nicholas Corleo, age twenty-eight, of No. 100 Union-st., quarrelled yesterday in front of the former house about a woman. Dellagreno drew a razor and wounded Corleo dangerously in the face and right arm. The injured man was taken to the Long Island College Hospital and his assailant was arrested.

John Kennedy, age twenty, of No. 260 Wyckoff-st., was sent to the Long Island College Hospital yesterday morning with a fracture of the skull, which he said was caused by some unknown person striking him over the head with a stick in Fifth-ave., near Sixth-st.

While the Salvation Army were holding services in their church in Waverly-ave., Murtagh McPherson, age forty, a member of the Army, was struck on the head with a stone while entering the building. He received a scalp wound which was dressed at the Cumberland Street Hospital.

An affray took place among some Italian residents of Howard Court last evening, in which knives and pistols were freely used. Michel Volcando, age forty, received four stab wounds in the right arm and shoulder. He was removed to the City Hospital. His assailants were not found.

NEWS FROM THE SUBURBS.

TEMPERANCE MATTERS IN RAHWAY.

Rahway, N. J., holds an anomalous position on the temperance question. It has a Temperance Reform Club of 500 members, and a total abstinence pledge list of over 3,000 signatures in a population of not much over twice that number. But there is little disposition to vote the Prohibition ticket manifest. A member of the Reform Club puts the number of votes which ex-Governor St. John will receive at two; another at twenty-five. The president of the club said to a TRIBUNE reporter: "We do not believe in bringing political questions into our club, not even in a town election. It is just this feeling which has caused the split regarding the State League organized at the Round Brook Convention last week. It is extremely doubtful if the club will ratify the work of that convention and become one of the clubs of the League. The question is to be decided at a meeting to be held on Thursday evening, and it is predicted that the session will be a stormy one, as there are some staunch upholders of the State League in the club.

Yesterday afternoon a meeting was held in the opera house. A special train from this city took a number of well known temperance workers' delegations from Woodbridge, Metuchen, New-Brunswick and Newark. Speeches were made by C. W. Boynton, president of the Woodbridge club, J. B. Gibbs, president of the Manhattan Temperance Association, William Leonard, George Babcock, of San Francisco, and Jonah Bonton, of Newark. The Rev. William Pollinson preached before the club in the evening.

A DRUNKARD FOUND DEAD ON HIS STOOP.

Charles Tottleben, a German, age fifty, a machinist, living in Thompson-ave., between Woodside and Winfield, Long Island, in an out-of-the-way place, was found yesterday lying dead on his stoop. In the front yard were chained Spitz dogs which since Saturday morning had kept up an incessant barking. Tottleben had not been seen since Friday, but the neighbors were afraid to go near the house on account of the dogs. John Horns, however, summoned courage enough to enter the yard and found the dead body of Tottleben with an empty whiskey bottle in the hand. The face presented a horrible appearance. The eyes were wide open and almost out of their sockets, while the tongue protruded from the mouth. Tottleben accumulated considerable property, and, so far as known, had no relatives. He had been a confirmed drunkard for three years. Coroner White of Newtown, took charge of the body. There were no marks of violence on the body, and the coroner is satisfied that whisky killed the man.

NEWARK.

At the monastery of St. Dominick yesterday, Bishop Wigger officiated at the interesting ceremony of investing a postulant nun with the habit. The candidate was Miss Mary McGovern, of New-York, and she took the name of Mary of the Blessed Sacrament after making the vows of obedience, chastity and poverty. Sister Mary Reginald was afterward invested with the black veil of the order.

JERSEY CITY.

Mrs. Freder ka Paris fell down a flight of stairs at No. 493 Third-st. yesterday, and sustained injuries from which she died soon afterward.

Republican primaries for the election of delegates to the State Convention to nominate Presidential electors, which will meet in Trenton on Wednesday, will be held this evening.

LONG ISLAND.

JAMAICA.—Coroner Everitt, on Saturday evening after taking the ante-mortem statement of Frederick Morch, who was stabbed at Queens on Wednesday, had Frederick Einger taken before the injured man, identified and arrested.

SUNDRY NEW-JERSEY TOWNS.

HOBOKEN.—Thomas Boyle, of East Fortieth-st. and Thomas Boyle, of East Forty-first-st., New-York, were arrested on Saturday on suspicion of having stolen two horses, which they had in their possession. Yesterday the horses were identified by Peter B. Marks, of Bull's Ferry, who said they had been stolen from his stable. The prisoners are held.....Dr. Elder, of the County Health Board was at the City Hall all day yesterday and vaccinated, free of charge, about twenty-five applicants. A few cases of small pox have been since Friday, and it is believed that the spread of the disease has been checked.

LONG BRANCH.—Warren Leland, jr., one of the proprietors of the Ocean Hotel, has purchased an extensive estate at Nassau, in the West Indies, where he will spend a winter resort next November. A number of stone cottages are being erected in the park, which takes its name of Waterloo from the estate. Several of the cottages are already rented.

HE MISTOOK THE DOG.

From The Buffalo Express.

There were two men in Hamburg, just outside the village, whose farms adjoined, and quarrels over the line fence had made them about as bad friends as church members can consistently be. One was the owner of a coach dog—one of those harmless spotted dogs that never let a wave of trouble roll across their peaceful breasts. The other owned a mongrel cur—that kind of a dog that hides in a fence corner and as you drive by jumps out suddenly under your horses' feet and about twice a week causes a runaway and keeps up the sale of seven shooters. One day the owner of the coach dog was driving into town with his canine under the wagon. Some one had stolen a dog a day or two before, so he had his coach dog chained to the axle. He was moving along slowly past his neighbor's house, talking a quiet mean while at the fence corner, when out jumps his neighbor's dog and seeing his dog tied up what does the cowardly cur do but jump out and before the man could alight just about chew the coach dog into sausage meat. The owner of the coach dog, for a member in good standing of a church with a steeple on it, was exceedingly wrought up, and all the way to town and all the way back again his mind was active. When he went into the house that night he told his wife he was going to Buffalo, and he came, going direct to Dean Wilsons, where in no time he had negotiated for a bull-dog that had a record of being able to clean out anything from an elephant to a sewer.

Just as the shades of evening had settled firmly on Hamburg the farmer and his bull-dog alighted from the train and stole across lots. The bulldog was chained up in the barn that night and the next morning the farmer got a brush and black paint and he did such a job on that dog that you couldn't have told at ten feet distance that he wasn't the twin brother of the coach dog. When the farmer got that dog painted you should have witnessed his Roman grin. He called out his wife and pointed in triumph at what he called his master-piece, and a more pleased man never existed. That night the farmer hitched up his horse, put a chain on the bull-dog, tied the chain to the axle with a thin twine, and lifting his wife in the wagon started toward Hamburg. It was a happy party. Even the bull-dog seemed unusually contented for that kind of a dog. Slowly the farmer drove along toward his neighbor's, and as he neared he saw the neighbor and the mongrel cur at the front gate. He felt so good that as he got even with the gate he had almost said "good evening" when the neighbor's cur, seeing what he thought was the coach dog chained under the wagon, made a rush in that direction and alighted on the bulldog's back. Talk of transformation scenes! The change that occurred the next second was the most startling and sudden that was ever witnessed. That bull dog just gave one grunt, and in the time taken to vibrate a lamb's caudal appendage had broken loose from that wagon and closed on that cur's throat with the grip of a vise. There was no use trying to call the dog off. He'd made up his mind he had a good thing and the sensible thing was to keep it. Half an hour later when they'd pried his jaws open with a wagon stake, the cur's spirit was found to have climbed the golden staircase that leads to the canine here after.

STATESMEN OUT OF HARNESS.

From The New-York Herald, April 16, 1883.

While Messrs. Conkling and Blaine are doubtless entirely satisfied with private life—the one practising law and making a fortune; the other, having already made a fortune, now writing a history of American politics—their friends give frequent tokens of anxiety to see these two conspicuous men back in public life. So, at least, the public interprets the praises of each in their organs or in journals friendly to them.

No one can justly blame this desire of their followers and admirers to see these chiefs back in the places they so long held as political leaders who, with equal skill and brilliancy, marshalled their forces in Congress and in conventions. We also would like to see Messrs. Blaine and Conkling back in public life, and it is worth while for their friends to consider the best way of accomplishing this.

MARINE INTELLIGENCE.

MINIATURE ALMANAC.

Sunrises, 4:55; sets, 7:08 | Moon sets, 2:47 | Moon's ages, 4d. 13

HIGH WATER TO-DAY.

A.M.—Sandy Hook, 5:35 | Gov. Island, 6:13 | Hell Gate, 8:02
P.M.—Sandy Hook, 5:58 | Gov. Island, 6:31 | Hell Gate, 8:20

FOREIGN STEAMERS DUE AT THIS PORT TO-DAY.

Vessel.	*From.*	*Line.*
Lydian Monarch	London	Monarch
Denmark	London	National
Egypt	Liverpool	National
Amsterdam	Amsterdam	Neth. Amer
Alene	Central America	Atlas
Newport	Havana	Ward's

TUESDAY, AUGUST 5.

Wyoming	Liverpool	Guion
Anchoria	Glasgow	Anchor
Rugia	Hamburg	Hamb.-Amer
De Ruyter	Antwerp	White Cross

MONDAY, AUGUST 4.

Labrador	Havre	French Trans.
City of Puebla	Havana and Mexico	Alexander's
Alfoss	West Indies	Atlas

SHIPPING NEWS.

PORT OF NEW-YORK.....SUNDAY, AUGUST 3, 1884.

ARRIVED.

Steamer City of Chicago (Br), Watkins, Liverpool July 24, via Queenstown 25, with mdse and 547 passengers to Inman Ss Co.

Steamer City of Rome (Br), Munro, Liverpool July 26 via Queenstown 27, with mdse and 600 passengers to Henderson Bros.

Steamer Aurania (Br), Haine, Liverpool July 26 via Queenstown 27, with mdse and passengers to Vernon H Brown & Co.

Steamer Brooklyn City (Br), Gove, Swansea 14 days, with mdse to Argell & Douglass.

Steamer Rosario (Bolg), Dixon, Buenos Ayres and Montevideo June 20, Santos July 7, and Rio Janeiro 14, with mdse and passengers to Busk & Jevons.

Steamer Crailshoil (Br), Kerwin, Cindad-Bolivar July 12 and Bocadel Toro 19 days, with mdse to Helbut & Co.

Steamer Grenada (Br), Tracey, Bermuda 3 days, with mdse and passengers to A E Outerbridge & Co.

Steamer Algiers, Percy, Galveston 7 days, with mdse to J T Van Sicale.

Steamer