# New-York Tribune.

VOL. XLIV...No. 13,853. NEW-YORK, SUNDAY, OCTOBER 19, 1884.—TWELVE PAGES. PRICE THREE CENTS.


## THE NEWS IN LONDON.

### A FRANCHISE COMPROMISE PROBABLE.

SOUTH AFRICA GIVING MUCH TROUBLE—COLONEL STEWART THOUGHT TO BE SAFE—LITERARY AND THEATRICAL NEWS.

[BY CABLE TO THE TRIBUNE.]

LONDON, Oct. 18.—The general reading of Lord Salisbury's language at Kelso is that he declines to yield. The Peers are fast returning to town and already there is a large gathering at the Carlton Club. Such discussion as has taken place revives the hope that Lord Salisbury will find many followers disappear if he leads them against the Franchise bill on the line followed in the last session, and consequently the chance of compromise increases. *The Standard* and *The Edinburgh Review* among Tory journals, and several of the rank and file of the Tory party, both Peers and Commons, have pronounced for some form of settlement. Opinion grows that the controversy may end by the Peers putting into the Franchise bill a date delaying its operation for a fixed period, in order that Redistribution may be dealt with meanwhile, and that the Government will accept.

LORD RANDOLPH ON THE WAR-PATH.

For a week past the country has been deluged with Franchise speeches, one of the most notable features being found in the deliverances of Lord Randolph Churchill at Birmingham, where the local Tories are not clean-handed in regard to Monday's riot, since they announced the meetings as free and open and then tried to exclude Radicals by a hocus-pocus with tickets. The disturbance has had great effect upon Lord Randolph, who has been laying about him in terrible fashion ever since. All the Liberal leaders have fallen under his lash, until his ferocity has culminated in calling Lord Derby an imbecile. In point of audacity Lord Randolph has already been voted *facile princeps* of British politicians. His fulsome eulogies of Sir Stafford Northcote, after their late contests in the House of Commons, provoke endless scoffing from Liberal opponents, who seize upon them to demonstrate the Tory orator's insincerity.

REDISTRIBUTION.

The Redistribution scheme published in *The Standard*, now admittedly official, has been considered by individual members of the Cabinet this week, the Tory press demanding, seeing that so much has been made known of the inclinations of the Government, that they shall place the bill on the table on Thursday. It is understood that Mr. Gladstone is unwilling to take this course, though quite prepared to offer full explanations of the scope and object of the Government measure.

SOUTH AFRICAN COMPLICATIONS.

If a man in the position of Mr. Forster were to move a vote of censure in regard to the Government's South African policy, Liberal wire-pullers admit that it would go hard with Mr. Gladstone. Naturally Mr. Forster is reluctant to take such a course, but all the same there may be serious embarrassment for the Ministry in this direction. It is not unlikely that some independent member will take up the subject and force Mr. Forster into open hostility to the Treasury Bench, it being apparent from Mr. Forster's latest utterances that he holds his hand only because the Government consented to act vigorously in maintenance of the London Convention, and any sign of backing-down on the part of the Cabinet would lead him to make the attack himself.

Considerable curiosity exists concerning the steps the Government contemplates. The report that they will dispatch Colonel Warren with British regiments is not confirmed, and indications would point to the use of four or five of the regiments now stationed at the Cape with certain assistance locally raised. Such a force, it is not unlikely, would be directed by a strong military man sent out from this country. The withdrawal of the Boer proclamation annexing Montsoia's land makes small impression, since freebooters still occupy the territory and there is no promise of compensation. Public feeling here strongly favors teaching the Boers a lesson.

OPERATIONS IN EGYPT.

The latest news from Egypt gives fresh hope regarding Colonel Stewart. Staff officers at the front believe him to be safe at Khartoum. Lord Northbrook at Cairo is winding up his mission.

The rediversion of railway and telegraph revenues into the Caisse has been followed by the withdrawal of Italy from the action threatened against the Khedive's Ministers. It is possible that this may now prove abortive. Here, however, expectation prevails that the sinking fund will again be seized. Lord Northbrook has satisfied himself that it is impossible to wring more taxes out of the fellaheen and that, on the contrary, taxation must be reduced.

THE NIGER.

This further complicates the financial situation and gives additional interest to the Government plans shortly to be explained to the European Powers. England has assented to the colonial conference at Berlin, subject to certain explanations. These are satisfactory. According to rumor they relate to the British position on the Niger. Germany and France proposed to apply to the Niger the same system of administration and control as to the Congo, but seeing that the mouths of the Niger were lately occupied for England by Consul Hewett it is hardly likely that Great Britain would encourage this Franco-German project. The English Foreign Office, however, is by no means dissatisfied with the prospects for the Conference, since it promises to carry out Lord Granville's plan, advocated months ago, with the Portuguese in connection with the unfortunate Congo treaty.

THEATRICAL.

Mrs. Langtry has achieved great things as *Pauline*. Manchester papers speak of her performance as a veritable triumph, quite worthy of Mr. Coghlan's splendid *Claude Melnotte*.

Mr Wilson Barrett's revival of "Hamlet" met with unexpected success, the tragedy being splendidly produced and Mr. Barrett's acting admirable. Strong objection, however, is taken to the changes which put the part of the *Queen* in the hands of a young woman, and which led Mr. Barrett to figure as a mere boy.

THE LYTTON LITERARY SCANDAL.

Lord Lytton is seeking to prevent the publication of his mother's Memoirs. Legal journals hold that the law is in his favor, but the murder is out already and nothing effectual can be done.

## A FRENCH VICTORY IN TONQUIN.

PARIS, Oct. 18.—Rumors are current here to the effect that the French have gained another victory in Tonquin, and that 450 Chinese fell in the engagement.

LONDON, Oct. 18.—A dispatch from Tien-Tsin to *The Times* says that in an interview the Viceroy asserted that two battles were fought at Lang Kiang, midway between Langson and Bacninh, one resulting in the defeat of the Chinese and the other in the defeat of the French. The losses of the French were considerable and those of the Chinese heavy.

## NEWS NOTES FROM LONDON.

LONDON, Oct. 18.

FINANCIAL. It is stated that further option is likely to be given from time to time until July, 1886, to enable the holders of British consols to convert them into the new loan.

THE HUNGARIAN MINER REMANDED.—The Hungarian miner who was arrested at Liverpool on the arrival of the steamer Lord Clive from Philadelphia, for having dynamite in his possession, has been remanded for a week. He denies that the dynamite was to be used with felonious intent.

MR. SULLIVAN'S FUNERAL.—The body of Alexander M. Sullivan will be interred in Glasneven Cemetery, near Dublin, on Monday.

THE ENGLISH NAVY.—On the opening of Parliament a commission will be appointed to inquire into the state of the Navy, and the Admiralty will ask for an increased grant for ship-building to enable it to give orders to private firms for the construction of swift, heavy-armed, light-armored vessels.

## PROTECTIVE DUTIES IN FRANCE.

PARIS, Oct. 18.—In the Chamber of Deputies to-day the Marquis de Roys interpellated the Government in regard to the economic crisis and demanded the same protection for agriculture as for the manufacturing industry. M. Ferry replied that the Government was equally solicitous for both industries. The truth of this position, he declared, was shown by the proposed increase of tariff on cereals. He thought the present time, however, was inopportune for the discussion of this subject, and therefore moved the order of the day pure and simple. This motion was adopted by a vote of 259 to 173.

M. Méline, Minister of Agriculture, will amend the bill increasing the duties on foreign live stock so as to make the duty on oxen 50 francs per head, on sheep, 5 francs, and on swine 10 francs. He will also support the demand of the Council-General of Aisne that the Government shall levy a duty of 2 francs per hundred weight on wheat and 4 francs per hundred weight on flour. The French press is absorbed in the discussion of protective duties.

## A DUEL IN FRANCE.

PARIS, Oct. 18.—A duel has been fought between M. Ferdinand Bloch, the dramatist, and M. Bauer, the critic of the *Echo de Paris*. The terms were that the duellists exchange four shots at twenty paces. M. Bauer was wounded in the thigh and his condition is serious.

## THE NEVADA AT LIVERPOOL.

LIVERPOOL, Oct. 18.—The Nevada has reached her dock and is now discharging her cargo, which was greatly damaged by the fire. The vessel is slightly injured. The captain denies that any panic occurred among the passengers or crew when the fire was discovered. One of the steerage passengers, an Irishwoman, was thoroughly panic-stricken and died of fright.

## THE DEATH PENALTY IN RUSSIA.

ST. PETERSBURG, Oct. 18.—The six officers of the army who were sentenced to death early in the week for political offences were put to death to-day at the St. Petersburg Citadel. Besides them, there were two women who paid the death penalty, one Madame Wolkenstein, the other May Figner, the daughter of a priest. The only persons present were the Ministers of Justice and of the Interior and the prison officials.

## AMERICAN STEEL RAILS FOR CANADA.

MONTREAL, Oct. 18.—The Canadian Pacific Railway has just concluded a contract with the Lackawanna Iron and Coal Company of Scranton, Penn., for 10,000 tons of steel rails at $25 50 per ton at the mills, or delivered to any Canadian port or in New-York for $26 50. It is believed that this is the first time an American company has been successful in competition with English manufacturers for steel rails delivered in Canada.

## TOPICS FROM THE DOMINION.

WINNIPEG, Oct. 18.—The rumor that Louis Riel had been shot, and Major Croziers commander of mounted police massacred, is now found to be a canard.

OTTAWA, Ont., Oct. 18.—Two well-known detectives of Pinkerton's force are in this city working in connection with the Government. They are here for the purpose of hunting up government bonds which have been missing for the last two months.

## FRAGMENTS OF CABLE NEWS.

BERLIN, Oct. 18.—A new treaty of commerce between Germany and Greece has been signed.

LIVERPOOL, Oct. 18.—The Union Line steamer Nevada, from New-York, on which a fire broke out on Wednesday and which put into Queenstown yesterday, has arrived in the Mersey.

PARIS, Oct. 18.—The Christian Brothers have selected Brother Joseph as General. He was for many years a member of the Superior Council of Education for France.

ROME, Oct. 18.—In Italy, in the last twenty-four hours, there have been 166 new case of cholera and 102 deaths.

ODESSA, Oct. 18.—The Government has projected an experiment to ascertain whether naptha residuum can be advantageously used as fuel for steamer engines.

BRUSSELS, Oct. 18.—West African advices state that M. Delizie left St. Paul de Loanda some time ago with provisions for De Brazza's Station on Stanley Pool. Some time after he started his baggage carriers deserted him, but he succeeded in reaching Manyanga, on the Congo. He will there organize a new expedition.

## *THE OHIO VICTORY.*

### NO FURTHER CHANGE IN THE FIGURES.

REPUBLICAN PLURALITIES RANGING FROM 11,000 TO OVER 18,000—INCREASED PROHIBITION AND GREENBACK VOTES.

[GENERAL PRESS DISPATCH]

COLUMBUS, Oct. 18.—Complete returns by counties do not change the pluralities given last night, from 11,321 for Secretary to 18,418 for Congressmen. Unexpectedly the Prohibition and Greenback votes increase proportionately with those of the Democrats and Republicans. The Prohibition vote last year was 8,362; this year it is 9,510. The Greenback vote last year was 2,937; this year it is 3,700. The Prohibition and Greenback vote is 12,447, or 1,146 more than Robinson's plurality. The rest of the Republican state ticket has an average majority over all of over 5,000. The total vote is 780,373; last year it was 718,168. In October, 1880, it was 716,186, and in November, 1880, it was 724,967. There is no change in Congressmen except an increase of 150 in Romeis's majority over Hurd.

## MURAT HALSTEAD ON THE OHIO VICTORY.

THE GERMANS LOYAL TO THE PARTY—DEMOCRATIC HOPES BLASTED.

Murat Halstead, having returned from Cincinnati, where he closely studied the Ohio election with special reference to the "defection in the German vote" which the Democrats claimed and expected, was asked yesterday to give his views on that subject particularly.

"Did the German wards in Cincinnati and other large cities stand firm for the Republican ticket?"

"Yes, undoubtedly," said Mr. Halstead. "The Republicans of Cincinnati are indebted to the German vote for the election of two Congressmen. The German Republicans of Ohio are Republicans on principle, and being men of intelligence they understand that this is a year for the consideration of National issues. The Democratic claim of accessions from the German vote upon the grounds stated has rather irritated the Germans, for it impugned their independence and assumed that they were the serfs of the brewers and would vote at their dictation. It took for granted, what is untrue, that the Germans are controlled by the brewers' clique. No greater mistake was made, and it was an insult to make it. The brewers, I admit, had an influence over their employes, but it did not extend any further.

"And so the German Republicans rolled up their old-time majorities. They are Republicans all through. So long as the Germans are not interfered with by fanatical people—armies of Salvation as it were—touching their amusements and beverages, they are solid. They will not submit to the interference of the brewers, however, any more than to the meddling of the Salvation Army. If the Democrats could have gobbled the German vote by any means, you may be sure they would have done it. They tried to do it. But the Germans had their eyes on National issues. They are for Blaine and Logan. The personal pleas of Carl Schurz they care nothing about.

"I don't believe there was ever such great preparation made to carry a State by fraud as by the Democrats to carry Ohio. All the machinery of illegal voting was put in motion in strong Democratic counties. They had a regular Confederate army. They worked the whole State, and voted fraudulently where they could. When all this came to nothing, their grief was pathetic. The result was a sore blow to their hopes. They thought they had Ohio. Their howl of disappointment was loud in proportion to their expectations. The Democrats confidently expected to carry Ohio, had all the business arrangements made, and that's why they had Cleveland down here the day after the election.

"There was a considerable Irish-Republican vote, larger than ever before, and it will be much larger for Blaine than it was for the State ticket."

## *WHAT WEST VIRGINIA FIGURES SHOW.*

### A REPUBLICAN GAIN OF 8,000.

A LARGE INCREASE WHERE EX-CONFEDERATES ARE NUMEROUS.

[BY TELEGRAPH TO THE TRIBUNE.]

WHEELING, Oct. 18.—There is little change in the situation to-day, the Democratic majority still lingering near 3,000. The Republicans are happy over their magnificent gains, both in the State at large and in the Legislature. In 1880 the Democrats polled 57,931 votes and the Republicans 46,243. On Tuesday the Republicans polled 73,000 and the Democrats 76,000 votes. In other words, the Democratic vote increased 18,000 and the Republican vote over 26,000, which gives a Republican net gain of 8,000. One of the most interesting features of the election is the fact that in those counties where the ex-Confederate soldiers are most numerous the Republican gains are largest. In Randolph, where the first rebel company of the State was raised, the gain is over 500. In Barbour, where the first land battle of the war was fought, the gain is 200. In Kanawha, Fayette, Putnam, Lincoln and Green brier counties, where Jenkins, the rebel guerilla, was received and feasted, the gains are in the thousands. In Harrison County, "Stonewall" Jackson's home, the gain is 200.

### A DEMOCRATIC ADMISSION.

FIGURING WILSON'S MAJORITY IN WEST VIRGINIA AT 2,500 OR LESS.

[BY TELEGRAPH TO THE TRIBUNE.]

WHEELING, Oct. 18.—The following dispatch has been received here:

CHARLESTON, W. VA., Oct. 17.

Re-assessment and the trading of votes has cost us seriously. Wilson's majority will not exceed 2,500, and is likely to go under it.

D. C. GALLAGHER,
Secretary of the Democratic State Committee.

This is a Republican gain of 7,000 over Jackson, and 800 over the combined Democrat and Greenback votes.

## *MR. BLAINE IN INDIANA.*

A SUCCESSFUL TRIP THROUGH MICHIGAN—ENTHUSIASM AT SOUTH BEND.

[BY TELEGRAPH TO THE TRIBUNE.]

SOUTH BEND, Ind., Oct. 18.—Mr. Blaine to-day passed through one of the richest agricultural regions in the West, travelling over the Michigan Central Railroad until Niles was reached. Here his special train was switched and a straight run made to this place, where Mr. Blaine will spend Sunday, the guest of Mr. Studebaker. Mr. Blaine's last day in Michigan was the best one of his entire experience in the State. The crowds at all points to-day were large and fully as enthusiastic as any of the Ohio audiences. There were loud cries for General Fremont to-day, but he had found the excitement of this extended journey too much for him. He will remain in Detroit for a day or two to rest, and then he will return to New-York. The first stop to-day of any importance was at the university town of Ann Arbor. It was at this university that the students took a vote to declare their choice for a Presidential candidate before the Chicago Convention had met. The students by 500 majority declared in favor of Mr. Blaine.

So when the train stopped Mr. Blaine found his car flanked by 1,200 as excited young men as it often falls to the lot of any one to see. They stood in a solid, compact group, crowding back the townspeople with the usual assumption of college students. They set up the university yell the moment the train stopped, and kept up a steady cry, as if they never meant to stop. When Mr. Blaine appeared upon the rear platform of the car he realized that he had a more difficult audience to deal with than any he had yet encountered. His first sentence caught the attention of the boys. He said that he had heard of the Rebel yell as a most terrible cry, but he believed that the yell of the Ann Arbor University lads would have frightened away the whole of Lee's army. They started to cheer again, as if their enthusiasm could not be retained, but Mr. Blaine simply asked the boys to cheer no more until he had finished. They listened with earnest countenances to him as he delivered to them one of the best speeches he has made since leaving New-York. When he closed the boys became wild and would not listen to General Alger, who tried to talk to them.

At Jackson there was a gathering upon both sides of the track of fully 20,000 people. They were more fired with political excitement than any of the crowds yet seen in Michigan. Mr. Blaine here spoke from a flat car specially provided for him. At Albion and Battle Creek and Marshall there were crowds of 8,000 people, but it was Dowagiac which carried off the honors, so far as a demonstration is concerned. Dowagiac is a village of only 2,000 inhabitants, but there gathered upon its common this afternoon to hear Mr. Blaine fully 15,000 people. They came upon the trains, in their wagons, on foot, in every conceivable way. One band of farmers, several hundred strong, coming from a long distance, camped last night in their wagons on their way to Dowagiac, and will have to camp again to-night on their way back. Some of the wagons contained fourteen people. At Niles there was a crowd of 5,000.

South Bend was reached soon after 3 o'clock. Here Mr. Blaine was confronted by the Goddess of Liberty surrounded by a group of young ladies in white. This town has been given up for the entire day to politics. It is a great manufacturing point. At noon there was a great industrial parade five miles in length. It had only just been completed when Mr. Blaine arrived. This place, which supports so many workingmen, has gone wild upon the subject of the tariff. Mr. Blaine was hailed as the champion of protection.

In a private dispatch received in this city yesterday from South Bend Mr. P. E. Studebaker, of the large manufacturing establishment that makes the well known Studebaker wagons says: "The city is crowded with people from far and near. It would do your heart good to see the enthusiasm manifested for Mr. Blaine by the Hoosiers."

## *BUTLER IN SYRACUSE.*

[BY TELEGRAPH TO THE TRIBUNE.]

SYRACUSE, Oct. 18.—A special train brought General Butler here to-day. It stopped at Salina and Washington sts., where a large crowd had gathered. General Butler was loudly cheered as he emerged from the car. He was put in a carriage and taken to the Grand Opera House, which was filled with 3,000 people assembled to hear a speech from him.

## *DANGER OF ELECTION RIOTS IN CHICAGO.*

CHICAGO, Oct. 18.—In commenting upon the supervision of the polls on election day, and the appointing of deputy United States marshals and deputy sheriffs *The Times* this morning says: The Democrats, that is to say 100 of them, organized yesterday what they are pleased to style a Vigilance Committee. It is composed of determined men who are resolved that no intimidation or violence shall rule at the Chicago polls; at least, that there shall be none done by Republicans; and their orders are to provoke no fight themselves nor to indulge in any, as long as the contest is merely words; but if any bulldozing is attempted by negro or other deputy marshals to resist it; and if any Democrat is shot to see to it that the shooter at once suffers the same fate. So the matter stands and if the feeling keeps rising in intensity there will be serious trouble in Chicago on election day.

## *THE CHARITIES CONVENTION ADJOURNS.*

ST. LOUIS, Mo., Oct. 18.—The charities and correction convention has appointed the following committee to memorialize Congress in behalf of the proposed international prison reform congress: C. D. Rendell, of Michigan; J. E. Elanore, Wisconsin, and the Rev. A. G. Bryers, Ohio. The following officers were elected for the ensuing year: president, Philip A. Garrett, Philadelphia; vice-presidents, Charles S. Hoyt, New-York, and Charles Anderson, Kentucky; general secretary, the Rev. H. H. Hart, Minnesota; recording secretary, Professor A. O. Wright, Wisconsin; corresponding secretary, Cadwalader Biddle, Philadelphia. A secretary for each state and about a dozen standing committees were appointed. The remainder of the session was devoted to congratulatory speeches and a banquet at which quite a number of leading citizens were present.

## *ARRESTED FOR FORGING SCHOOL BONDS.*

ST. PAUL, Oct. 18.—A dispatch to the *Pioneer Press* from Portland, Oregon, says: General Samuel Lappin, ex-State Treasurer, of Kansas, was arrested at Albany, Oregon, yesterday. He was travelling as a book-agent under the name of Richardson. In 1874 he was charged with forging school bonds worth $19,000. He was in jail at Topeka, but escaped and fled to South America.

## *THE PROVIDENCE JEWELLERS ORGANIZE.*

PROVIDENCE, Oct. 18.—A meeting of the manufacturing jewellers of this city and Attleboro for the purpose of considering the recent failures in the trade, and of protecting the manufacturers and jobbers and taking steps toward the formation of a New-England Board of Trade, was held to-day.

## RAILWAY TRAINS WRECKED

### OBSTRUCTIONS ON THE TRACK.

TWO PERSONS KILLED—OTHERS NARROWLY ESCAPE—AN INEFFECTUAL WARNING.

SPRINGFIELD, Mass., Oct. 18.—An express train on the Boston and Albany Railroad was thrown from the track near Kinderhook, N. Y., last night. The accident was caused by train-wreckers who had placed a pile of rails and sleepers on the track and carefully wedged them in position. A man living near by discovered the obstruction just before train approached. He endeavored to stop the train by tying a red handkerchief over his lantern, but the lantern went out and he tried in vain to warn the engineer by shouting. The locomotive turned completely over, the express car jumped over it, and the baggage and smoking cars were piled on top. The sleeper remained on the track. Engineer Davis was found under the wreck seriously scalded and died at 3 a. m. Fireman Stickney's recovery is doubtful. Conductor C. H. Gould had a leg injured. Baggage-master George Fairbanks's foot was badly scalded. William H. Fairbanks, a brakeman, had a knee pan knocked out of place.

A wrecking train from Albany cleared the track. Engineer Davis had been on the road thirty years and was formerly with the Old Colony Road. He was sixty years of age and leaves a wife, daughter and son in this city. All the injured belong in this city, except Stickney who lives in West Springfield. The Boston and Albany officials have offered $1,000 reward for the discovery of the miscreants who wrecked the train.

### A PLUNGE THROUGH A BRIDGE.

TWO PERSONS KILLED AND SEVERAL INJURED—FALLING FIFTY FEET.

CINCINNATI, Oct. 18.—A dispatch to *The Commercial-Gazette* from Batavia, says: The middle span of the bridge across the East Fork River, on the Cincinnati Eastern Narrow Gauge Railroad, gave way as the Manchester Express train was passing over it last evening.

The bridge is fifty feet above the water. The engine, baggage car and the first coach were hurled into the water beneath, while the rear car remained on the sound portion of the bridge.

Forty-five persons were on the train at the time, and many made miraculous escapes, several leaping to the stream below. Two persons were killed and a dozen injured, two fatally.

Engineer Edward Wilburn, of Sardinia, and fireman Henry Jones, of Manchester, were both killed. Samuel Carr had his skull fractured, and will die. Dave Hicks was badly scalded, and had one of his legs broken. He cannot recover. Ben Moore was bruised about the head and shoulders; Thomas Taylor, nose broken and bruised about the head and shoulders; John Nash, brakeman, leg sprained; Mary Swallun was bruised about the shoulders. James McCoy was badly cut about the head; conductor Charles Durham, was slightly injured, and a number of others receive trifling bruises. The engineer and fireman leave families.

The bridge was being repaired, but was considered safe, as several heavily loaded freight trains had passed over it a short time before the accident. The other passengers aboard the train were nearly all in the rear car. Had this coach followed the first section the loss of life would have been appalling. Most of those injured were section hands

### A TRAIN BURNED IN INDIANA.

NO ONE KILLED—SEVERAL INJURED—STRIKING A DEFECTIVE RAIL.

TERRE HAUTE, Ind., Oct. 18.—A special dispatch from Green Castle to *The Gazette* says: The Chicago express on the Louisville, New-Albany and Chicago Railway, consisting of baggage, express, two passenger coaches and a sleeper, struck a defective rail at 2:40 this morning about five miles south of this city. The entire train was ditched, except the sleeper. The engineer, fireman and baggageman were seriously injured. The passengers sustained no injuries save bruises. The train immediately took fire and all the cars, including the sleeper, were consumed; the passengers in the sleeper only saving what they wore. The damage to the engine, cars burned and incidental losses aggregate $40,000.

### A RAILROAD OFFICIAL KILLED.

READING, Penn., Oct. 18.—An engine on the Philadelphia and Reading Railroad, on which William M. Kelchner, superintendent of signal towers of the company, was riding, struck the rear end of a mixed train near Exeter this afternoon. One car and the engine were partially wrecked, and Kelchner was instantly killed. Several other persons were slightly hurt.

## *RAILROAD INTERESTS.*

### THE WAR IN PASSENGER RATES.

ERIE OFFICERS TRYING TO CONFINE IT TO LOCAL TRAVEL—DOUBT OF THE RESULT.

Efforts were made by the officers of the Erie Railroad yesterday to secure action on the part of the other trunk lines that will confine the war on local passenger rates between the West Shore and the New-York Central within limits that would not affect through rates to the West. General Passenger Agent Abbott, of the Erie, consulted with the managers of the other lines, but no decision reached. It is understood, however, that no definite answer was given by the West Shore or the Central to the basis for Chicago rates which Mr. Abbott figured upon, and a definite reply may not be received until to-morrow. It is claimed in behalf of the Erie that it wishes to eliminate as far as possible the element of local warfare from the condition of through competition. A friend of the company said yesterday: "We want to conserve revenue, and there is no reason why a slaughter of local rates by the Central and the West Shore should demoralize through fares to the West. Let us aim to fix a rate to the West which shall be uniform; it may be $16 to Chicago or $15 or $14—anything you please—but let it be a figure that all lines will abide by, without regard to the present cutting within the limits of New-York State."

Considerable doubt was expressed by experienced railroad men of the success of the Erie's negotiations. It rests upon the question whether the Grand Trunk of Canada will refuse through facilities to the West Shore if necessary to compel it to adopt the proposed "conservative" policy. Short of such a radical step by the Grand Trunk, there is no reason why the West Shore should not sell tickets to Chicago for $10, provided it protected the proportion of the through rate due to its Western connection. The West Shore managers are satisfied that the ticket brokers have not done the business for them that they can get by a vigorous pushing of trade at their own offices, and they think they can get as much business and as much revenue by an independent policy as by dealing with brokers. Every ticket sold over the West Shore connects is a clear gain; to meet the rates made by the West Shore in open competition with the "scalpers" the other trunk lines have to allow the latter a commission which reduces their net receipts.

Pending the negotiation of a basis for the Erie the rates to Chicago were not cut yesterday below $14 for first class, and a $15 rate as far as possible was obtained from customers at the offices of the brokers. Rates to other points were proportionately maintained. The New-York Central, however, met the 50 per cent reduction made in New-York local rates by the West Shore and a large business was done at all the competing offices. It is understood that the New-York Central will follow the West Shore in any excursion into Africa it chooses to make. As yet, however, the cutting on both local and through rates is confined by the roads affected, excepting the West Shore, to the "scalpers'" offices. The Pennsylvania Railroad is still maintaining its tariff. The reason for its firm stand is said to be the fear that a cut in New-York would demoralize its rates from Philadelphia and Baltimore, while it is sure of a certain volume of travel at almost any rates against competitors.

The New-York Central and Hudson River Railroad Company announces that in order to afford its patrons as low rates as are offered by competing lines to the West, it will commence the sale to-morrow, at all its offices in the city, of first and second-class tickets at reduced rates to all points in the West, the rates to Chicago being fixed at $16 50 for first-class and $14 for second-class; to Cincinnati, $15 first-class and $14 second-class; to St. Louis, $19 first-class and $16 50 second-class, with corresponding reduction to other points.

The Troy boats to-morrow will reduce the fare to Troy to $1, berth included.

### RATES NOT CUT TO PHILADELPHIA.

PHILADELPHIA, Oct. 18.—"What about the $2 passenger rate between this city and New-York?" was asked of General Passenger Agent Hancock, of the Philadelphia and Reading Railroad Company, this morning.

"That is nonsense," he replied; "we have not made such a rate, and there is none such in existence."

"But it is announced that the Baltimore and Ohio company is selling your tickets at that figure. Can't it do what it pleases with them?"

"Indeed it cannot. The Baltimore and Ohio company is simply our agent and must sell tickets at our rates."

Upon application at the Pennsylvania Railroad main office it was learned that there had been no cut in that quarter, and there was not likely to be.

### AN OPEN WAR EXPECTED.

[BY TELEGRAPH TO THE TRIBUNE.]

BOSTON, Oct. 18.—An open railway war is considered imminent in Boston. A man well posted says that he thinks rates to Chicago will within a few days drop to $5. The West Shore to-day, it is said, allows "scalpers" a commission of $7. The price now on most all the lines really depends upon the buyer. If a number enter an office to get the lowest figures they will not be allowed to leave on account of price.

### MISCELLANEOUS RAILWAY INTELLIGENCE.

PHILADELPHIA, Oct. 18.—The receiver's statement of the financial condition of the Philadelphia and Reading Railroad and coal and iron companies, which was to have been made public to-day, is not ready and will not be published before Monday.

CLEVELAND, Oct. 18.—In the United States Circuit Court to-day Judge Baxter sustained the demurrer of the defendants in the suit of James McHenry against the New-York, Lake Erie and Western and the New-York, Pennsylvania and Ohio Railroad Companies to annul the lease of the latter road to the former company. The original and amended bills of complaint are dismissed because the complainant before filing the same did not make a proper demand for the New-York, Pennsylvania and Ohio Company to institute suitable proceedings and obtain proper relief.

## *THE FIRE RECORD.*

### STUBBORN FIRE IN WALKER STREET.

SEVERAL BUILDINGS IN FLAMES—FLOODS OF WATER OF LITTLE AVAIL.

Three alarms were sounded soon after 8 o'clock last night for a fire which had started in D. J. Carroll's box factory, at No. 90 Walker-st. The flames spread rapidly, and before the engines were fairly at work the buildings Nos. 86 and 88 were also on fire. In the rear of the building were the machinery and large quantities of lumber and packing-boxes. There the flames burned fiercely for more than an hour. The four-story brick building, No. 88, was occupied by John Keller as a steam printing establishment. It was ablaze from cellar to roof before the first stream of water was thrown through the windows, and being an old building, with wooden floor-beams and partitions, it continued to burn for an hour, despite the constant drenching which it received. The adjoining structure, No. 86, similar in size and age, was on fire also most of that time. It was occupied by Charles A. Streitmann, manufacturer of whalebone. The flames also attacked the four-story building No. 92, occupied as a corset manufactory by C. Seligman, but the firemen saved the building from serious injury. The roof of No. 105 Elm-st., one hundred feet from the burning buildings, caught fire, but was not much damaged.

Anxiety was felt on account of three large stores in Canal-st., whose rear walls were close to the fire. The firemen dragged their hose through each store to the second story and poured water upon the flames through the rear windows. Members of the Insurance Patrol were busy on the lower floors covering up goods to protect them from water. Their efforts prevented serious losses in the stores. Before 10 o'clock the box factory was in ruins, and at that hour the rear wall and roof of Keller's building tumbled to the ground. A portion of the front wall fell a few minutes later, and the firemen there had narrow escapes from injury. The flames were put under control soon after the collapse of Keller's building.

The following estimates of losses were made: Carroll's box factory, building and contents, $8,000; John Keller, $25,000; The Felter Lock Company, in Keller's building, $2,000; Charles A. Streitmann, whalebone, $10,000; Mainardy & Brinkerhoff, silver platers, in the same building, $1,000; C. Seligman, corsets, No. 92, $5,000. Water caused slight damage in the building No. 84 Walker-st., occupied by the American Union Express Company, and by Phelps & Dorenus, manufacturers of furniture.

### SCENERY OF THE KIRALFYS BURNED.

A drive-way under the tenement house, No. 123 East Fourth-st., closed at both ends by wooden gates, has been used by the Kiralfy Brothers as a convenient place for storing scenery. Most of the scenery in the place yesterday belonged to the play "Around the World in Eighty Days." At 8:20 a. m. smoke was noticed issuing from the drive-way and the firemen were summoned. They forced open the gates and saw that the scenery, several wagon loads in all, was on fire. The flames were extinguished before the house was damaged seriously, but the scenery was ruined. One of the owners went to look at the charred remnants yesterday, but he said that he could not tell what the value of the scenery had been. The police estimated the loss at $500. Others thought it would amount to at least $5,000. There was a rumor that the fire was of incendiary origin, but it lacked confirmation and was based only on the fact that two employes of the Kiralfy Brothers had been arrested for theft. Some of the neighbors said afterward that they had seen little boys build a bonfire near the front gate of the driveway not long before the scenery was destroyed.

### HEAVY LOSS IN GEORGIA.

ATLANTA, Oct. 18.—Details have been received of a destructive fire at Barnesville, Ga. About 1 o'clock yesterday a spark from a passing engine on the Central railroad set fire to two hundred and fifty bales of cotton on the depot platform. The fire rapidly spread and in two hours had destroyed four-fifths of the business part of the town, involving a loss of $150,000, on which there was a light insurance, as the rate on one side of the town was six per cent. The depot, which was of rock and covered with slate, was not burned. The heaviest losers are W. R. Murphy & Co., $30,000; insurance, $8,000; G. L. Summers and D. A. Stroud, building, $25,000; V. O. Marshborn, stock, $10,000; stores, $1,500; insurance, $8,000; Rogers & Smith, stock, $10,000; insurance, $2,500; saved, $5,000; R. J. Powell, building, $25,000; insurance light; Summers & Murphy, carriage factory, $20,000; insurance, $5,000. Thirty-five buildings were consumed.

### PLOUGH WORKS DESTROYED.

[BY TELEGRAPH TO THE TRIBUNE.]

BUFFALO, Oct. 18.—Shortly before 1 o'clock this morning smoke was discovered issuing from a large frame storehouse of the Wiard Plough Works at Batavia thirty-two miles from here, and in a few minutes the entire structure was ablaze. Lack of water facilities impeded the work of the firemen. The building was destroyed with all of its contents consisting of a heavy stock of ploughs and castings. The loss will amount to $45,000, on which there is insurance of about $25,000.

### A BIG BLAZE IN EDGEFIELD, S. C.

CHARLESTON, Oct. 18.—Twelve stores, comprising the business portion of the town of Edgefield, were burned this morning at 4 o'clock. The loss is from $75,000 to $100,000, insurance light. The cause of the fire is unknown, but it is supposed to have been of incendiary origin. A like conflagration occurred in the same part of the town last year.

### LOSSES IN VARIOUS PLACES.

NEW-HAVEN, Oct. 18.—Benton, Nichols & Co's Patent Folding Box manufactory on Temple-st. was set afire this morning by a defect in a flue connecting with the boiler of the Globe Silk works on the first floor. In the same building were located the New-Haven Electric Light Company and E. C. Cole's Car riage manufactory. The loss of the lighting company and Mr. Cole is entirely by water; the former losing $500 and the latter $2,000. The Electric Light Company's dynamo machines are in such a condition that light cannot be furnished for the next 48 hours. Benton, Nichols & Co. state their loss at $20,000, on which there is $12,000 insurance.

WASHINGTON, Oct. 18.—A telegram received at the Post Office Department from the postmaster at Barnesville, Georgia, states that two-thirds of the town, including the post office, was burned yesterday. The mails were saved.

CAMDEN, Oct. 18.—Hundreds of men are fighting the forest fires near Waterford, but the trouble is increasing. The cranberry bogs in Great Egg Harbor are on fire.

EASTON, Penn. Oct. 18.—An incendiary fire here early this morning destroyed Well, Stocker & Co's saw mill, Bernard Coyle & Son's ice house, a stable and Taylor & Co's store, saw mill, and ice house. Stocker's loss is $15,000, insurances $2,000, Coyle & Son's loss is $3,000, insurance $1,000.

## *A VIRGINIA BANK TELLER INDICTED.*

PETERSBURG, Va., Oct. 18.—In the Hustings Court to-day, R. B. Davis, of counsel for W. W. White, lately teller of the Planters and Mechanics Bank, against whom the Grand Jury last evening found three separate indictments for making fraudulent entries on the books of the bank, asked that the case be continued until the next term. The court stated that it would dispose of all the cases against those indicted bank officials at this term; and next Wednesday was agreed upon by the counsel for the defence and the commonwealth's attorney for fixing the date for the trial of the case of the indicted teller.

## *KILLED IN A YACHT RACE.*

ATLANTIC CITY, N. J., Oct. 18.—In a yacht race to-day the main-sheet of the Linda parted, and swept the deck of the Maggie May, killing Harvey Carr, proprietor of the Falstaff Hotel in this city, and seriously injuring William Pember and Elliott Repp.

## *A YOUTHFUL INCENDIARY ARRESTED.*

ST. LOUIS, Oct. 18.—William Webster, a bootblack, age fifteen, was arrested here early this morning. He says he was one of a party of six boys who lighted the fire which resulted in the great lumber-yard conflagration at Cleveland on September 6.

## *TELEGRAPHIC NOTES.*

AN APPLICATION FOR RECEIVER DENIED.

BALTIMORE, Oct. 18.—The application of Francis W. Jones for a receiver for the Bankers' and Merchants' Telegraph Company was denied to-day by the United States Circuit Court.

A WOMAN MYSTERIOUSLY SHOT.

PITTSBURG, Oct. 18.—Mrs. Jessie Matthews, of Milton, was fatally shot yesterday. Her son had been cleaning a pistol, and says it went off after he had laid it on the shelf.

STEALING FROM HIS EMPLOYERS.

WILLIAMSPORT, Penn., Oct. 18.—F. C. Rangs, agent for Perkins, Lyons & Co., liquor dealers, of St. Paul, Minn., was arrested here to-day on a charge of embezzling $1,500 from his employers.

SENTENCED FOR KILLING HIS SON.

PHILADELPHIA, Oct. 18.—