

OBJECTIONS TO THE PREMIER'S SCHEME.

URGES THE ADOPTION OF MR. CHAMBERLAIN'S PRINCIPLES.

LONDON, April 20.—Jesse Collings, Liberal, the author of the "three acres and a cow" amendment which defeated the Salisbury Government, and who has just been elected as a prominent member for Ipswich because of his brilliant electioneering practices by Liberal agents in the borough, publishes a letter to-day's Times in which he says he deprecates the acceptance of Mr. Gladstone's bills without a thorough examination of the safeguards proposed. On this subject Mr. Collings says hardly a sentence has yet been uttered by any of the responsible Ministers. "Their main argument is in favor of the Home Rule bill," continues the writer, "in that there is no other alternative to conceding the Irish an independent Parliament than that of conceding it to the whole of Great Britain and Ireland."

Mr. Collings says that the Irish Parliament is a necessary and desirable institution, and that it is in that country absolutely desirable to accept, especially at the hands of those who in a few weeks have not worked out, but adopted a plan which is a problem which is the growth of centuries and who admit that anarchy and not reason is the basis of their faith. "The authors of this proposal," he says, "show that the safeguard of the proposed Home Rule bill is the Irish Parliament is a necessary and desirable institution, and that it is in that country absolutely desirable to accept, especially at the hands of those who in a few weeks have not worked out, but adopted a plan which is a problem which is the growth of centuries and who admit that anarchy and not reason is the basis of their faith."

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THE POWERS UNDECIDED WHAT TO DO.

ENGLAND ANXIOUS TO TAKE DECISIVE MEASURES—HOSTILITIES FEARED.

LONDON, April 21.—The Daily News says that the British Government is communicating with the Powers on the subject of the Greek question. The English proposal is to accept the Russian proposal to join, and the rest of the Powers are still undecided. It is feared that in the meantime Greece will open hostilities.

ATHENS, April 20.—The greatest activity prevails in the transport department at the Piræus. A large supply of war material has been ordered to be sent to Thessaly with the promptest possible dispatch. Four steamers have been chartered to convey troops to Volos, whence the soldiers are to be sent to the front. The soldiers are enthusiastic for the war against the Turks, and the semi-official papers are warlike in their utterances.

PARIS, April 20.—M. Passy, in the Chamber of Deputies this evening, moved that France propose arbitration to settle the trouble between Greece and Turkey. The proposal was warmly received, and it would be impossible for France to take the initiative in procuring arbitration. The Powers, including France, were already dealing with the Greek question and acting in concert. France would not support the Greek proposal to secure a pacific solution of the difficulty.

BURMESE SET FIRE TO MANDALAY. HUNDREDS OF HOUSES BURNED—MANY PERSONS KILLED.

LONDON, April 21.—A dispatch from Mandalay says: To-day being the Burmese New Year, fifty followers of the Buddhist religion set fire to the city of Mandalay at 10 o'clock in the morning. Hundreds of houses have been burned. The railway, the Post Office and the smaller buildings within the palace enclosure have been destroyed. The main buildings of the palace are unharmed. One-third of the walled city has been destroyed. Troops pursued and captured several incendiaries. Mr. Devine, the military apothecary, was killed. A number of encounters took place outside the city walls, and several hundred of the rioters were killed, and many were wounded on both sides.

TESTIMONY OF THE OREGON'S CAPTAIN.

LIVERPOOL, April 20.—Captain Cotter, of the steamship Oregon, testified to-day before the Board of Trade. He said that at the time of the collision the steamer's lights were probably visible at a distance of six miles. The night, he said, was frosty and clear. The Aurora which struck the Oregon, would have seen the crew and firemen rushing into the lifeboats and the passengers. He added that he tried to beach the ship, and said that if the bulkhead had been closed it could have saved the Oregon from New York. As it was, however, they could not do so, because all the hands were engaged in the work of transferring the passengers from the lower decks to the upper decks. The sinking of the steamer could have been prevented if the bulkhead doors had been made to swing vertically, and if the doors had been closed by means of horizontal grooves and the doors could not be closed.

RATIFYING THE CONGO TREATY.

BERLIN, April 20.—Count Herbert Bismarck, Chancellor of the Empire, held over to-day a meeting of the Federal Council to ratify the Congo Treaty. The treaty was signed by the Emperor and the King of the Congo. The treaty provides for the establishment of a Congo Free State. All the Powers except the United States were represented. The meeting drew up a protocol ratifying and ratifying the Congo Treaty.

THOUSANDS HOMELESS IN STRY.

VIENNA, April 20.—The work of relief at Stry is going on very slowly. There are 7,000 homeless persons encamped in the fields around the town without food. A heavy snowfall occurred last night. Peasants are packed in the town unsheltered.

DAMAGE BY THE FLOODS IN CANADA.

MONTREAL, April 20.—The water kept going down all last night, and to-day Craigat, is almost free from water. In St. Francis Xavier the flood has receded almost to St. Paul's, and there is still a large amount of water in the level of the water. A large number of men are thrown out of employment owing to the stoppage of business. The monetary losses are both large and numerous. Seven thousand four hundred and twenty-two families have been flooded out, giving the total number of families flooded out by the flood about thirty thousand.

THE DEUTSCHMAN'S DRUCK SWEEP BY GALES.

LONDON, April 20.—The German ship Deutschman, Captain Knopfer, at Bremen from New York, met with a succession of gales on the voyage. Her decks were swept; bulwarks and cabin door were smashed and the cabin was filled with water.

FRAGMENTS OF CABLE NEWS.

PARIS, April 20.—The Senate has adopted the bill providing for a new loan, with slight modifications.

BERLIN, April 20.—Prince Bismarck's sawmills on his estate at Fulsen by the sea have been destroyed by fire, involving a loss of \$25,000.

PARIS, April 20.—Another of the well-known Russian monks under treatment by Pasteur has died of typhoid.

CRYING OUT AGAINST VILAS'S POLICY.

NEW-ORLEANS, April 20.—At a meeting of the members of the National League, resolutions were passed which set forth the determination of the members to co-operate with the Boards of Trade of St. Louis and Galveston in an appeal for aid for steamship lines running to the markets of the countries south of the United States, and to unite with them in opposing the coercive measures of the House No. 4,804 now pending before Congress. The Louisiana delegation in Congress are urged to use all their efforts to secure the passage of the bill.

HOW MANY CATS WILL MAKE A MAN CRAZY? BALTIMORE, April 20.—The long trial of issues as to the will of Gustavus Nicholson, was concluded to-day. The eccentric old banker left the bulk of his wealth to one brother, and the contest was made by the other brothers and their children, who assumed that the banker was not of sound mind when he made the will. One of the principal proofs of his insanity, as held by the plaintiffs, was his great love for cats, and his servants testified, how he lived in his big house alone with his cats. The house was an asylum for cats. They slept in the banker's bed. He cried when any cat died. In arguing for the defendant, John Haney declared that a worthy question for the jury to consider was just how many cats it takes to make a man crazy. A man may be sane if he has two cats, but must certainly be crazy if his cat has kittens. If the old banker did get down on his hands and feet, face up, and crawl along the floor he showed great agility, and it was doubtful whether any gentleman on the jury could have done it, drunk or sober. The case was given to the jury to-day, with instructions for a sealed verdict.

A PREACHER STRUCK BY LIGHTNING. ROME, N. Y., April 20.—The Rev. A. M. Child, who was called home from the Methodist Episcopal Conference at Fulton by the death of his wife, was struck by lightning in a store at Westerville last evening. He was knocked senseless and for an hour was unable to move his legs, suffering the most excruciating pain from the effort of nature to restore the circulation of blood in the lower part of his body. He suffered great agony throughout the night. He is now considered out of danger.

A BANK CLOSES ITS DOORS.

ROBBED BY ITS OFFICIALS, THE CITY NATIONAL BANK OF WILLIAMSPORT SUSPENDED.

WILLIAMSPORT, Penn., April 20.—Special.—The City National Bank closed its doors to-day by order of the United States Bank Examiner, Hugh Young. The suspension of the bank was in great measure brought about by the thieving operations of E. Passmore Dietrick, a brother of Carrie Dietrick of the "Little Tycoon" troupe, which is now playing in New York. He was formerly a bookkeeper in the bank. The money was stolen about four years ago and the extent of the robbery will probably reach \$50,000. His duty was to keep the books but he often performed the duties of payor and receiving teller. In his capacity as bookkeeper he was enabled to make the bank's accounts show a surplus. When suspicion rested upon Dietrick he confessed his peculations. The affair was hushed up by his father and brother, serving securities for the amount which have since been paid to the bank. Dietrick is now at work in Camden, N. J. Dietrick was a member of the church, a prominent politician, and speculated in stocks. He has a wife and a child. The Dietrick defalcation is not the only case that has struck the bank. Another deficiency of \$20,000 was discovered within a few weeks.

THE FIRE RECORD.

BURNED TO DEATH ON THE PRAIRIE. WEBSTER, Dak., April 20.—On Saturday last fire swept over a prairie in Lynn, Lake Township, taking the farm of Mrs. Dollinger in its track. Only Mrs. Dollinger and her mother were at home. Both rushed out and attempted to rescue the stock from the barn. While the older woman was trying to lead out a horse, one of the roof poles, falling on the stable with smoke which suffocated her and she died with the groans. Mrs. Dollinger went to her mother's assistance and by almost superhuman exertions succeeded in bringing her out, but she was dead. Mrs. Dollinger was so badly burned that her death is only a question of time. The house, together with the barn, was burned, together with the dwelling and all household effects. The son, who was at school during the fire, returned to find his father and mother dead. The recovery was impossible and his home a heap of charred and blackened ruins. So great was the shock that it is feared his mind will go wrong.

EXPLOSION OF A LARGE OIL TANK. PITTSBURGH, April 20.—A 1,200-barrel agitator tank of oil at the Bear Creek Oil Refinery, on the Allegheny Valley Railroad, exploded this evening, setting fire to and destroying an extensive warehouse, nine stulls, five stills, tanks, 3,000 empty barrels, two acres of track and other property. The loss is \$45,000, largely insured.

EXTENSIVE FOREST FIRES. TAMAUCA, PERRI, April 20.—Great fires are prevailing on the mountains in the vicinity of the city of Tamauca, and extending to the mountains, extending from the San Pedro River to Summit Hill, a distance of ten miles, was one continuous sheet of flame.

LOSSES IN VARIOUS PLACES. SHEENAN, Penn., April 20.—A barn belonging to J. W. Kerstner, near Yatesville, was struck by lightning to-day and destroyed with all its contents, including several cows.

PITTSBURGH, April 20.—A fire which threatened the town took place at Port Carbon this morning. It is supposed to have been the work of a tramp. It broke out in the basement of Uriah Gano's general store, which was destroyed, together with \$12,000's worth of goods and other buildings. The loss is \$12,000, partly insured.

CINCINNATI, April 20.—Fire this morning destroyed the flour mill of Voshell, Found & Co., at Race and Court streets, and destroyed the mill, together with the stock, loss \$50,000, fully insured. The building belonged to W. A. Wirth.

PITTSBURGH, April 20.—A fire this morning destroyed G. F. McDonald's coal manufactory and bakery in Second-ave. Loss \$1,000; insurance \$13,000.

PHILADELPHIA, April 20.—This morning while John Geary, at No. 1136 Beach st., was filling some cans with water, a fire broke out in the kitchen, setting fire to the place and causing \$500 damage.

RAILROAD INTERESTS.

TRANSCONTINENTAL MATTERS. CHICAGO, April 20.—There were several moves of more or less significance in transcontinental matters to-day. A circular was issued by the Union Pacific and the Burlington and Missouri Railways advancing fares from the Missouri River to San Francisco to the following figures: First class, \$16.50; second class, \$12.50; with rebate of \$1.50; round trip, good thirty days, \$34. A rather unexpected development in freight affairs came in a notification by the Atchafalaya, Texas and Santa Fe Railroad to the Burlington, Missouri and Illinois Central, to suspend their rates on the market for California business except at full rates. This is said by the Atchafalaya officials not to be a temporary move, but to be the result of the fact that the road is overruled with more business than it can handle.

MISCELLANEOUS RAILWAY INTELLIGENCE. CINCINNATI, April 20.—The recent mysterious purchase of Cincinnati, Hamilton and Dayton securities, when they ran up to 95 to 120, is now being explained by the statement that they were bought for C. F. Huntington, a prominent banker in the city, and he reported the new connection with the Chesapeake and Ohio, which will bridge the Ohio River.

PORT WORTH, April 20.—An order was issued to-day for the arrest of George W. Smith, a member of the Fifty-fifth regiment from Harrod, its present terminus in Wilbarger County, to Quanah, in Handeman County, further up in the Texas Pan-Handle. Work was being today on the northern extension of the Gulf, Colorado and Santa Fe, to connect with the Atchafalaya, Texas and Santa Fe.

CINCINNATI, April 20.—Eugene Zimmerman and Griffith P. Grinnith, stockholders in the Cincinnati, Hamilton and Dayton Railroad, brought suit to-day in the Superior Court to invalidate a contract whereby for a term of years a \$50,000 loan was made to the road by J. H. Ferry, a proxy for 20,000 of the 35,000 shares of stock of the Cincinnati, Hamilton and Dayton Railroad.

PHILADELPHIA, April 20.—The report of President F. J. Kimball of the Norfolk and Western Railroad Company for the last year, which was made to the directors for the year was \$2,771,120; the operating expenses and taxes \$1,553,271, and the net earnings \$1,217,849. After deducting interest charges and a deficit of \$55,698 of the Roanoke Machine Works last year, the deficit was \$73,900. The surplus in the company's treasury at the close of the year was \$73,000. The volume of business was lower than in any other year of the company's operations, being \$1,077,000 less than in 1884 and \$308,684 less than in 1885.

DANVILLE, Va., April 20.—The Danville and Northwestern Railroad Company, to run from Lexington to Danville, completed its organization to-day. The officers are: J. E. Schofield, president; W. T. Townes, secretary; D. S. Crews, T. B. Fitzgerald, E. H. Miller, F. D. Brown, directors.

CHICAGO, April 20.—A rumor was current to-day that the Burlington road had called a meeting of the lines interested in northwestern freight traffic on Monday. The meeting was not verified. Rates remain unchanged. The Chicago committee of east-bound freight traffic met to-day and considered a number of prepared changes in the classification. The subject of rates came up and a number of resolutions were given that there was absolutely no cutting.

TORONTO, Ont., April 20.—The Court of Appeals to-day decided that the suit of Connel & McEllan, contractors, against the Canadian Pacific Railway, should be removed to the Superior Court. A previous judgment had stayed the trial.

CHICAGO, April 20.—Commissioner Madgey, of the Northwestern Railroad Association, left here this evening for Atlanta, Ga., where a conference will be held between the commissioner and managers of the various lines interested in freight traffic on Monday. Several points to various points in the Southeast to secure a more even adjustment of rates between the lines. In the Southeast, the rates are higher than in the West.

ATLANTA, Ga., April 20.—The Railroad Commission began a hearing to-day in the case of John N. Dunn and Aaron Haas against the Western and Atlantic, and East Tennessee, Virginia and Georgia railroads, charged with discriminating against Atlanta in freights brought into the road from Louisville, Ky., to Mount Vernon, Va., with a branch from Huntington, Ind. to Cuba, Ind. Prior to the consolidation one company owned the main line and another the branch, the latter being mortgaged for \$300,000, on which there is no default, with interest at 6 per cent. The consolidation of the two lines has been made. After the consolidation a mortgage for \$1,000,000 was placed on the main line and branch, the stockholders are to be paid in cash, and the stock is to be sold to the company. The question will be taken up again to-morrow.

CHICAGO, April 20.—Judge Gresham was engaged to-day in settling the final decree of sale in the case of Noble C. Butler, et al., trustees against the Louisville, Evansville and St. Louis Air Line Railroad Company. The road runs from Louisville, Ky., to Mount Vernon, Va., with a branch from Huntington, Ind. to Cuba, Ind. Prior to the consolidation one company owned the main line and another the branch, the latter being mortgaged for \$300,000, on which there is no default, with interest at 6 per cent. The consolidation of the two lines has been made. After the consolidation a mortgage for \$1,000,000 was placed on the main line and branch, the stockholders are to be paid in cash, and the stock is to be sold to the company. The question will be taken up again to-morrow.

THE THIRD-AVE. STRIKE ON.

ALL THE OTHER ROADS RUNNING.

A LITTLE PROSPECT OF SETTLING THE TROUBLE SOON.

RESULT OF CONFERENCES WITH THE RAILROAD COMMISSIONERS—PROPOSITIONS SUBMITTED TO THE COMPANY—THIRTY-TWO CARS RUN WITHOUT TROUBLE.

As soon as the decision was reached to end the "tie-up" on all the street-car lines except the Third Avenue line, the members of the Executive Board of the Empire Protective Association made arrangements to inform the employees who were on strike of the decision, so that the roads might be properly operated. The city was divided into two sections, Forty-second-street and the Bell line. Chairman O'Donnell and Andrew D. Hart, his deputy, were in the city all day, and acted as check to the crowds gathered in the vicinity. The patience of the drivers was put to the severest test south of Chatham Square, where the cars of nearly all the East Side lines run over the same tracks. The union drivers of the Third-ave. cars, who were in sympathy with the strikers, often put the horses of the Third-ave. line in peril. But the men of the Third-ave. line were not to be deterred. They were all well, and had no quarrels with the strikers. The only attempt made by the strikers to prevent the cars from running was by trying to get into the new men away. Thirty-two cars all were run and each of them made five trips. The last car arrived at the depot about 8:30, and the driver of it seemed greatly relieved. He had been told that the cars would not be run as long as this car had been tied up. The police force that had been on duty all day at the depot, and had been kept on guard up to midnight, when they were relieved by fifty more. A reserve force of 120 men were at the Fifty-third-street depot.

Superintendent Robinson said that Commissioner Stone had sent \$10 for Conductor Hinton to-day. Besides this \$100 had been sent by persons who did not wish their names mentioned. The two men who had been tied up were sent away to the depot. The cars were run as usual, and the company's permission to run the cars was sent out.

HENRY HART'S POSITION.

Henry Hart, of the Third Avenue road, said that the company had received numerous applications for reinstatement from men who had gone on strike. "They tell us," he said, "that they made a great mistake this time, that they were misled by their labor union committee, and that they would like to go back to work. I am sorry to hear that, but I cannot do anything for them. I am sorry to hear that, but I cannot do anything for them. I am sorry to hear that, but I cannot do anything for them."

UNABLE TO REACH A DECISION.

While awaiting the arrival of the Knights of Labor Commissioners Kerman and Rogers called at the office of the Third Avenue Railroad Company to-day. The proposition was for effecting a settlement of the strike. The proposition was for effecting a settlement of the strike. The proposition was for effecting a settlement of the strike.

EXTENSIVE FOREST FIRES. TAMAUCA, PERRI, April 20.—Great fires are prevailing on the mountains in the vicinity of the city of Tamauca, and extending to the mountains, extending from the San Pedro River to Summit Hill, a distance of ten miles, was one continuous sheet of flame.

LOSSES IN VARIOUS PLACES. SHEENAN, Penn., April 20.—A barn belonging to J. W. Kerstner, near Yatesville, was struck by lightning to-day and destroyed with all its contents, including several cows.

PITTSBURGH, April 20.—A fire which threatened the town took place at Port Carbon this morning. It is supposed to have been the work of a tramp. It broke out in the basement of Uriah Gano's general store, which was destroyed, together with \$12,000's worth of goods and other buildings. The loss is \$12,000, partly insured.

PITTSBURGH, April 20.—A fire this morning destroyed G. F. McDonald's coal manufactory and bakery in Second-ave. Loss \$1,000; insurance \$13,000.

PHILADELPHIA, April 20.—This morning while John Geary, at No. 1136 Beach st., was filling some cans with water, a fire broke out in the kitchen, setting fire to the place and causing \$500 damage.

RAILROAD INTERESTS.

TRANSCONTINENTAL MATTERS. CHICAGO, April 20.—There were several moves of more or less significance in transcontinental matters to-day. A circular was issued by the Union Pacific and the Burlington and Missouri Railways advancing fares from the Missouri River to San Francisco to the following figures: First class, \$16.50; second class, \$12.50; with rebate of \$1.50; round trip, good thirty days, \$34. A rather unexpected development in freight affairs came in a notification by the Atchafalaya, Texas and Santa Fe Railroad to the Burlington, Missouri and Illinois Central, to suspend their rates on the market for California business except at full rates. This is said by the Atchafalaya officials not to be a temporary move, but to be the result of the fact that the road is overruled with more business than it can handle.

MISCELLANEOUS RAILWAY INTELLIGENCE. CINCINNATI, April 20.—The recent mysterious purchase of Cincinnati, Hamilton and Dayton securities, when they ran up to 95 to 120, is now being explained by the statement that they were bought for C. F. Huntington, a prominent banker in the city, and he reported the new connection with the Chesapeake and Ohio, which will bridge the Ohio River.

PORT WORTH, April 20.—An order was issued to-day for the arrest of George W. Smith, a member of the Fifty-fifth regiment from Harrod, its present terminus in Wilbarger County, to Quanah, in Handeman County, further up in the Texas Pan-Handle. Work was being today on the northern extension of the Gulf, Colorado and Santa Fe, to connect with the Atchafalaya, Texas and Santa Fe.

CINCINNATI, April 20.—Eugene Zimmerman and Griffith P. Grinnith, stockholders in the Cincinnati, Hamilton and Dayton Railroad, brought suit to-day in the Superior Court to invalidate a contract whereby for a term of years a \$50,000 loan was made to the road by J. H. Ferry, a proxy for 20,000 of the 35,000 shares of stock of the Cincinnati, Hamilton and Dayton Railroad.

PHILADELPHIA, April 20.—The report of President F. J. Kimball of the Norfolk and Western Railroad Company for the last year, which was made to the directors for the