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MR. GLADSTONE CRITICISED.

ORIGIN AND OBJECT OF HIS POLICY.

VIEWS OF A CONSERVATIVE EX-MINISTER ON THE ISSUE WITH THE TORY GOVERNMENT.

[BY CABLE TO THE TRIBUNE.]

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LONDON, June 14.—The manifesto of Mr. Gladstone makes such a direct issue with the late Conservative Government as to the origin of the Home Rule policy, that the representative of THE TRIBUNE sought to-day the views of a Cabinet member of that Government upon the point in dispute. In reply to the question if he considered Mr. Gladstone's statement that the Conservative Government compelled him into his Home Rule policy by its own declared policy of coercion correct, the ex-Minister said:

"It is certainly an entirely novel view to me and I think to every other member of Lord Salisbury's Government, which Mr. Gladstone presents when he states that we went out of power and he came into power because the Irish question was put in the foreground to the exclusion of every other on the 26th of January, by our declaration that coercion was the choice of our Government, Lord Carnarvon alone refusing to share in it. As a matter of fact the Government of Lord Salisbury did not go out of power on the Irish question at all, as Mr. Gladstone well knows. It was put out of power by Mr. Gladstone one co-operating with the Irish party in the House on an issue entirely different, in order that Mr. Gladstone might reward the Irish party for putting him in power by bringing the Irish question into the foreground to the exclusion of every other. Mr. Gladstone puts the cart before the horse. His object is obvious enough. It suits his present attitude to ask the voter to believe that the Government of Lord Salisbury forced him to sacrifice all the great measures which the Liberals professed to have in view during the election in order to prevent the Conservatives from throwing the empire into disorder by re-enacting in Ireland his own policy of coercion which in 1881 earned for the late Mr. Forster the sobriquet in Ireland of "Buckshot" and caused men like Mr. Michael Davitt to denounce Mr. Gladstone as an oppressor and a relentless enemy of the Irish race."

"Then you do not think Mr. Gladstone's policy of justice to Ireland sprang up in his mind in opposition to your Conservative policy of coercion?"

"Nonsense. The elections were hardly over in November, 1885, when negotiations began between the Irish National leaders and some of the Liberals for the purpose of breaking down what they supposed to be an alliance, offensive and defensive, between the Conservatives and the Irish Nationalists. It is an open secret now that the negotiations were mainly carried on through Mr. Labouchere, who is a very clever and nimble-witted man, and that their first effort was to induce Mr. Gladstone to try the public mind on the subject by sending his son, Mr. Herbert, to sound a well-known Liberal journalist in Yorkshire as to the probable reception which Liberal and Radical voters would give the Home Rule scheme fathered by Mr. Gladstone. All the way long before the 26th of January, long before that date, indeed long before the elections in November, it was well known that the Conservative Lord Lieutenant of Ireland—Lord Carnarvon—was strongly adverse to those methods for silencing Irish discontent which Mr. Gladstone unhesitatingly adopted when he was in power in 1881.

"You have seen that Lord Carnarvon's conversation with Mr. Parnell about government in Ireland took place on August 1. It was because he knew the opinions of Lord Carnarvon, and because he expected the government of Lord Salisbury to be influenced by them in its policy toward Ireland, that Mr. Gladstone made such efforts during the autumn elections to secure a Liberal majority strong enough to dispense with the Irish vote. In this he failed, and then only it was that he lent his ear to those who urged him to capture the Irish vote and with its help the Government. But it is not quite ingenuous for him to imply and almost assert that he turned us out on the Irish question. This is so far from being true that if I am not greatly misinformed Mr. Cowan, one of the very few strong and prominent Radicals who still support Mr. Gladstone, earnestly endeavored to dissuade Mr. Parnell from forcing the issue upon Mr. Collings's motion until the debate should have brought out those views of the Conservative Government upon which Mr. Gladstone now asks the country to believe that the issue was joined. Mr. Parnell would not listen to Mr. Cowan. If you ask me why, I can only surmise that it was because the arrangement had already been perfected between himself and Mr. Gladstone for introducing that scheme which the House has condemned and which the country, as I hope and believe, will bury out of sight."

IRISH-AMERICANS ON THE MANIFESTO.

HAILING MR. GLADSTONE'S UTTERANCES AS RIGHTEOUS AND EFFECTIVE FOR VICTORY.

Prominent Irish-Americans throughout the city are in high spirits at the bold language of Gladstone in favor of Ireland in his letter to the electors of Midlothian appealing for re-election. Colonel James Cavanagh, of the 69th Regiment, who is responsible for a threat made some time ago of raising a volunteer force to go over and beat back the Orangemen if they attempted to oppose the laws which a Dublin Parliament would enact, said: "I like the manifesto well. It is short, sharp and decisive. I am beginning to have great confidence in Gladstone. I doubted his sincerity at first, especially when I recalled all the coercion he inflicted on Ireland a few years ago—coercion worse than any which the Tories ever applied. But he seems now to be a changed man; it looks as though he were honest in this Home Rule business; his address to his constituents shows that, and what he is really in favor of must eventually become law."

General James R. O'Beirne expressed these opinions: "In many ways that latest document of Gladstone's is the most remarkable paper which has been given to the British public in this century. With the responsibility of high office upon him the Premier speaks as outspokenly as any Irishman on a National platform. This is needed to reach the sense of the British people, whose deep-seated bigotry leaves them no sense at all when the question of Ireland comes up. They will now say to themselves, 'Why, Gladstone is saying the very same things to us that we denounced Irishmen for saying and even hunted them off platforms in our large cities.' He speaks of 'the stigma fastened upon Great Britain almost from time immemorial in respect to Ireland by the judgment of the whole civilized world.' Why, Irishmen have been sent to jail for saying things not a bit stronger, aye, been by the very Lord Spenser who is now himself approving such sentiments.'"

"What, in your judgment, will be the effect of the manifesto?"

"It is directed to the electors in Midlothian whom he represents in Parliament. You will remember that he first contested that great stronghold of Iandlordism in 1880, in the general election of that year. He made three or four speeches that time which astonished all Europe, when it was remembered that they had come from a man more than three-score and ten. These speeches shattered Beaconsfield, the ablest leader of the most powerful Tory Government of this century, and gave to Gladstone a larger majority than that obtained by any English Minister since the passage of the first reform bill in 1832. When Beaconsfield dissolved Parliament then he warned the English people against Home Rule which, he said, 'would be more disastrous than pestilence or famine.' To-day a Prime Minister says: 'Home Rule for Ireland will redeem the honor of Great Britain!' Let the venerable old warrior make a couple of speeches equal to the Midlothian speeches of 1880 and the day is won."

James P. Farrell said: "Midlothian is a great stronghold of Scotch aristocracy who never liked Gladstone, and they will coalesce with the so-called 'Unionists' to defeat the election of the Prime Minister. The Duke of Buccleuch is the lord of the soil, and will oppose the grand old man with his son as he did six years ago. With the larger franchise, though, I am certain the Prime Minister will be re-elected, and in that event many constituencies in Scotland that are doubtful and wavering will go with the winning side."

Judge Edward Browne, secretary of the Irish Parliamentary Fund Association, remarked: "It is a splendid document, and will win back all the wavering constituencies in Scotland."

COMMENTS ON THE PREMIER'S ADDRESS.

BITTER CONSERVATIVE NEWSPAPERS—ANOTHER ALTERNATIVE.

LONDON, June 14.—*The Post*, commenting on Mr. Gladstone's manifesto to his constituency, says the document bristles with transparent sophisms and is based throughout upon obvious fallacies.

The Chronicle says:

The address is disappointing. It is needless to say that it is able and ingenious, but it is by no means up to the high standard of Mr. Gladstone's former manifestoes.

The Times pronounces the manifesto argumentatively and historically weak, and says:

It does not offer a single argument to prove that coercion is the only alternative policy to Home Rule for Ireland. Mr. Chamberlain gave one alternative other than coercion, and Mr. John Morley suggested a fourth by admitting that it was feasible to govern Ireland as a Crown colony. When the worst comes to the worst it is always open to Englishmen to say they prefer separation pure and simple to yielding to the intolerable demands of the Home Rule faction. It must be made clear that there is another alternative, namely, to give Ireland local control of her local affairs on the same scale as given to England and Scotland, and on principles as applicable to these countries as to Ireland.

Conservative provincial papers bitterly criticise Mr. Gladstone's manifesto. The Irish papers do not make their comments on the manifesto a feature of their issues, but criticise it as a matter of course according to their party leanings.

EDINBURGH, June 14.—*The Scotsman* says that Mr. Gladstone misrepresents the issue. Parliament, *The Scotsman* contends, never voted on the question of coercion versus Home Rule. If it had it would never have defeated the Government on this issue.

MANCHESTER, June 14.—*The Guardian* says that of Gladstone, Salisbury and Chamberlain, Mr. Gladstone alone sees the desperate circumstances in which the country is placed by the mistaken policy on the Irish question and that he alone perceives how those circumstances can be best dealt with. "We are confident," adds *The Guardian*, "that the country will indorse the Premier's diagnosis and proposed remedy, for they are based on vigorous common sense."

A HINT FROM THE VATICAN.

DESIRING IRISH BISHOPS TO ABSTAIN FROM POLITICAL STRIFE—A SERMON ON THE RIOTS.

LONDON, June 14.—Without expressing a distinct opinion as to the expediency of the Tuam Catholic clergy thanking Mr. Gladstone for his defence of the Irish cause, the Vatican has intimated to the Irish Bishops a desire to have them abstain from political party strife.

BELFAST, June 14.—The Rev. Dr. Hugh Hanna, Presbyterian minister of St. Enoch's Church, this city, preached a sermon last evening on the recent riots. He said:

We will not become partners of the apostles of sedition and outrage, but we will defend ourselves from the domination of such. The loyal celebration of victory enraged the Government, which, traitorous to its trust, has slaughtered our people. We are resolved to maintain our relations with England. If the Government thinks that Ulster will be easily subjugated by a seditious Parliament, it has signally failed in its estimate of us. The people of the North have effective means of resistance, but the time has not come yet to employ them. The humblest of the seven victims who succumbed last Wednesday under the murderous fire of Mr. Morley's militia presented a higher and nobler type of character than does Mr. Morley.

The Catholic clergy of Belfast yesterday congratulated their people upon their "patience and forbearance under provoking circumstances," and urged them to continue to keep the peace.

IS "BILLY" MOLONEY COMING BACK?

TIRED OF KEEPING QUIET ON SMALL PAY—DE LACY AND DEMPSEY GOT THE "BOODLE."

MONTREAL, June 14.—Alderman McShane, of this city, who is on intimate terms with the New-York "boodle" Aldermen in exile here, says there is no doubt that they have sent Moloney away as he was becoming restive and talkative. "Before Moloney left here," said McShane, "he told me he knew a good deal, but gave me to understand that while DeLacy and Dempsey had the 'boodle' he was only being paid a miserable pittance to keep quiet. He seemed to think the game was not worth the candle, and wanted to get back to New-York again. I believe myself he will return there shortly, and if his friends don't look after him he may split. De Lacy and Dempsey seem very much afraid of him."

FROM BOTH SIDES OF THE BALKANS.

THE BULGARIAN-RUMELIAN ASSEMBLY OPENED BY PRINCE ALEXANDER.

SOPHIA, June 14.—Prince Alexander in person opened the Bulgarian-Rumelian Assembly. In his address he said he was happy to welcome the first Assembly containing delegates from both sides of the Balkans. He thanked the Nation for rising as one man in defence of the fatherland. They had sacrificed everything to save their honor, their liberty and the integrity of their territory. He thanked the gallant soldiers for their unequalled bravery in inflicting rapid successive defeats and forcing the enemy to seek a powerful defender in order to be preserved from inevitable ruin. "United Bulgaria," the Prince declared, "has earned an honorable place among nations. We are justified in hoping for a brilliant future." He concluded by asking the Assembly to vote the necessary money to defray the remaining unpaid expenses of the war between Servia and Bulgaria.

BANQUET TO DR. HOLMES.

LONDON, June 15.—Mr. Harris gave a banquet to Dr. Oliver Wendell Holmes at the Drury Lane Theatre last night. Fifty leading members of London literary society were present. Several cordial speeches of welcome to Dr. Holmes were made.

PRESIDENT OF THE ARGENTINE REPUBLIC.

BUENOS AYRES, June 14.—Juarez Celman has been elected President of the Argentine Republic.

THE OUTRAGES IN IRELAND.

DUBLIN, June 14.—Mr. Sexton has sent a message to the Mayor of Sligo asking all who favor National principles to refrain from committing outrages. Notices have been posted in Sligo offering a reward of £100 for information leading to the discovery of the person or persons who damaged the Bishop's house.

The damage done to property at Sligo during the recent rioting amounts £2,000. An attempt made to-day to renew the rioting failed. Two ringleaders were arrested. A number of Protestant residents of Sligo held a meeting to-day and declared themselves innocent of the charge of having damaged the Bishop's palace.

At Kilrush to-day 500 tenants met the agents of their landlords, most of whom considerately offered various abatements of rent, up to 50 per cent. In cases where the landlords refused to abate on judicial rents the tenants declined to pay.

OFFERING THE COUNT OF PARIS A HOME.

LONDON, June 14.—Queen Victoria has offered the Comte de Paris, during his exile from France under the terms of the Expulsion bill, the use of Claremont Castle, where Louis Philippe found a home and where he died. The Comte de Paris declined the Queen's offer on the ground that he does not intend to live in England permanently.

FISHERMEN IN CANADIAN WATERS.

DEFINING THE RIGHTS OF AMERICAN VESSELS—A PROBABLE FISHERIES COMMISSION.

PORTLAND, Me., June 14 (*Special*).—The firm of John A. Emery & Brother, of this city, has lately been in direct correspondence with the office of the Minister of Marine and Fisheries regarding the rights of fishing vessels in Canadian waters. The letters, which were to-day given out for publication, settle authoritatively the right of merchant vessels to purchase fish or anything else, and also the inability of steam fishing vessels to purchase coal. The interpretation placed upon the word "wood" in the Treaty of 1818 is a literal one and does not recognize the fact that wood and coal are used for the same purpose and that the use of the latter was unknown on fishing vessels when the treaty was made. The letters are as follows:

I.

PORTLAND, Me., June 3, 1886.

To the Hon. WILLIAM SMITH, *Deputy Minister of Marine, Ottawa, B. C.*

DEAR SIR: By the advice of the British Vice-Consul at this port we write you to inquire what privileges would be accorded to our fishing vessels if they should enter any Canadian ports the present season? Would steamers be allowed to purchase coal? Would a permit be granted yielding the right to ship fish, fresh or salt, in bond or free of duty from any Canadian ports to the United States by rail or steamer without delay after complying with Canadian marine regulations? What acts would be considered infringements and render vessels liable to seizure? An early response will greatly oblige, your obedient servants,

JOHN A. EMERY & BROTHER.

II.

MINISTRY OF MARINE AND FISHERIES,
OTTAWA, CAN., June 7, 1886.

To Messrs. JOHN A. EMERY & BRO., *Portland, Me.:*

GENTLEMEN: In reply to your letter of the 3d inst., addressed to the Deputy Minister of Marine, I have been directed by the Minister of Marine and Fisheries to inform you that United States fishing vessels cannot enter Canadian ports for any purpose except for shelter, repairs, wood and water. United States merchant vessels have the same privilege as heretofore to enter Canadian ports on complying with the customs regulations and can purchase coal, fish or any other legitimate articles of commerce. Bonding arrangements are the same as heretofore for all legitimate articles of commerce, including fish upon which Canada places no export duty. I have the honor to be, gentlemen, your obedient servant,

S. J. JENKINS, Private Secretary.

The prompt reply of the Minister of Marine to the letter of Emery & Bro. is in sharp contrast with the action of Secretary Bayard, who has allowed all letters from Portland firms regarding fishing matters to go unanswered.

MONTREAL, June 14.—Mr. White, Minister of the Interior, stated to-day that it was to the interest of both the United States and Canada to have the fisheries matters settled on an amicable basis, and that a commission would doubtless be appointed for this purpose.

OTTAWA, June 14.—Sir John Macdonald is at present closely engaged with the fisheries and other important matters, and the date of his departure for his proposed visit to the Northwest has not been made known as yet.

AMERICANS DISGUISED AS NOVA SCOTIANS.

HALIFAX, June 14.—The Government steamer Newfield arrived there yesterday, having repaired the Magdalen Islands cable. She reports that many of the fifteen American mackerel schooners sighted between Country and Beaver Harbors are so disguised as Nova Scotians that it is difficult to detect their nationality. Several American seiners are reported to be lurking along the coast between Lockport and Pubnico. The captains and crews of scores of Gloucester vessels belong around that coast and there is every facility for getting bait and supplies. One of these captains promised the Collector of Customs to depart within twenty-four hours, but in that time he got a supply of bait and shipped a number of men.

The fresh fish trade with the United States is rapidly increasing. All the halibut caught here is immediately shipped to Boston, and some shipments of mackerel netted 6 cents for each fish. At Nova Scotia vessels returning from the Banks continue to bring home enormous fares of codfish.

THE NORTHWESTERN RATE WAR.

RETALIATION BY THE IOWA RAILROADS.

ONLY PART OF THE LOCAL TRAFFIC SUFFERS—RATES QUOTED YESTERDAY.

CHICAGO, June 14.—Passenger rates on the Western lines continue to gradually crawl downward. To-day the Rock Island opened with a $3 first-class limited rate to St. Paul and Minneapolis. The St. Paul officials put into effect the same rate, not only between Chicago and St. Paul but also to and from Council Bluffs and all of the junction points in Iowa, Minnesota and Dakota. The cutting is being done by the rebate system, under which method the non-competitive local traffic of the combatants is to a large extent protected. A rumor from New-York to-day that the presidents and general managers had come together here to agree upon a settlement of the war has not been verified.

ST. PAUL, June 14 (*Special*).—The Chicago, Milwaukee and St. Paul and the Chicago, St. Paul, Minneapolis and Omaha and its Waterloo branch roads to-day reduced rates from Chicago to this city to $3. The rate has been reduced by the Rock Island from $4 25. It is expected that the $3 rate will be made to-morrow from St. Paul and Minneapolis to Chicago, the Rock Island taking the initiative. The cut was made by the Rock Island in retaliation because Milwaukee and St. Paul cutting rates from Chicago to local points on the Rock Island road. The impression prevails here that war will continue until rates both to and from Chicago will be reduced to one dollar.

Little information can be gathered among the trunk line offices as to the freight rate outbreak among the Iowa railroads. It is generally supposed that the telegraphic advices announcing the practical dissolution of the Western Association are correct, but the rate-cutting that naturally would follow will not affect the rates east of Chicago, as that is the point from which the Western connections of the trunk lines make the tariff to the Atlantic seaboard, and to which the trunk lines make their rates from the seacoast. While the through tariff to New-York and other Eastern points will be reduced by the Northwest war the loss from present rates will fall on the roads west of Chicago. Another reason for the comparative indifference of the trunk lines to the Iowa situation is the fact that the quarrelling systems are few in number and therefore a restoration of peace can be brought about by an agreement between a few managers. This side of Chicago and St. Louis the roads are so numerous and the systems so complicated that any settlement of trouble requires almost endless negotiation involving an enormous variety of questions to be considered and adjusted.

CUTTING KEPT WITHIN NARROW LIMITS.

A story was circulated in Wall Street yesterday to the effect that the New-York Central Railroad was heavily indebted to the other pool roads on west bound freight traffic carried in excess of its percentage. It was stated that it was running ahead in the pool at the rate of $30,000 a month, and the interpretation put upon the statement was that the Central was cutting the tariff. Officers of the company denied the charges of rate-cutting, and asserted that the excess of the business carried above the pool award was exaggerated. It is true, however, that the Central has run ahead of its west-bound allotment since January 1, but not to the extent, apparently, to cause any trouble among the pool lines. Its officers claim that the excess is not at all the result of irregularities.

The east-bound situation causes some anxiety among the trunk lines. "short billing" is still practised by some of the Western roads as a means of evading rates, and it is intimated that the Erie's large share in the tonnage is secured by concessions on the tariff. But as respects this point no particular trouble is likely to result at the moment, because the Erie has some pool deficiency to make up. It has come to be accepted among the trunk lines that where a road cannot normally maintain the percentage allowed by the commissioner, any concession in rates that does not demoralize the situation may be winked at as a sort of "free and easy differential," to equalize the respective standings of the pool competitors. At the same time, Commissioner Blanchard is being strongly pressed to correct the faults in the western systems, in order to prevent the cutting now going on from reaching an importance demanding vigorous action by the trunk lines.

LACKAWANNA NOT TO BUILD WEST.

A Buffalo dispatch published yesterday stated, in effect, that the Delaware, Lackawanna and Western Railroad Company was surveying the country for a projection of its line from Buffalo to Chicago. It intimated that the company had attempted to secure the "Nickel Plate" road, and that if the survey was not intended for a new line it must be to furnish the Lackawanna data about the cost of the "Nickel Plate" necessary to complete the negotiations.

Samuel Sloan, president of the Lackawanna Company, denied that there was the smallest foundation for the report. "We have no surveying party in the field," he said, "and we have no idea of extending our line to Chicago or anywhere else. As president of this company I shall always follow the orders of the directors so far as I am able to do so, but I am unalterably opposed to increasing the company's obligations by leasehold or otherwise. It is our fixed determination not to add to our present debt. We are well treated by our western connections, the Lake Shore, 'Nickel Plate' and Michigan Central and we cannot complain of them."

In regard to the rumor that the company was trying to secure control of the "Nickel Plate" he added: "That's bosh, just like the other report. We do not care to go beyond Buffalo and, as I said, will not increase our obligations on any account."

MR. GOWEN'S FAITH IN HIS SCHEME.

PHILADELPHIA, June 14 (*Special*).—President Gowen, of the Reading Company, states that he will be able to redeem the general mortgage bonds of that company whose holders do not accept the new four per cent security which he will offer them. In accordance with this he advertises to-day that drawings have been ordered of the general mortgage bonds for redemption under the sinking fund clause of that mortgage. Persons associated with him state that 60 per cent of the general mortgages has been pledged to his scheme and about two-thirds of the securities junior thereto. It is rumored here to-night that considerable of Mr. Gowen's backing will come from the Baltimore and Ohio Railway Company and Pittsburg.

ALLIANCES OF THE READING.

PHILADELPHIA, June 14.—The recent sale of the Beech Creek Railroad in the Clearfield soft coal region to persons friendly to the Reading Railroad Company, it is stated, settles for all time that that property will not go into the hands of the Pennsylvania Railroad Company. The sale of the Clearfield Bituminous Coal Company's mines along the Beech Creek road to the same friends of the Reading who bought the railroad, it is stated, also shows that the tonnage is to be sent over the Reading Railroad hereafter the same as now. The friends of President Gowen state that this part of the original plans of the Reading Company which were absolutely threatened by a sale to the Pennsylvania Railroad are absolutely secured to the former company. President Gowen steadfastly maintains that the remainder of the plans, the building of the South Pennsylvania Railroad, will be carried out. It is contended that in deference to the Supreme Court before, which body the legality of the South Pennsylvania is pending, nothing can be done at present, but as soon as the matter is out of the hands of the court and Mr. Gowen gets his plan of reorganization into effect that the road will be built.

THE QUESTION MUST BE ANSWERED.

PHILADELPHIA, June 14 (*Special*).—Directly after Judges McKenna and Butler opened the United States Circuit Court this morning there appeared Franklin B. Gowen, Thomas Hart, jr., Richard C. Dale and Francis A. Lewis, with a petition asking whether Mr. Borie and Mr. Cocuran would be compelled to answer the question recently put to them at the hearings in the Parsons and Robinson suits against the Philadelphia and Reading Railroad Company in relation to the purchase and deposit of Reading bonds. Answers to the question have been withheld by the witnesses by the advice of their counsel. After hearing a short argument the court held that Mr. Borie should answer the question and, as regards the other witness, it was decided that if Mr. Gowen wished to obtain his testimony in regard to the matter he could call him on his side of the case.

MISCELLANEOUS RAILWAY INTELLIGENCE.

CINCINNATI, June 14.—The Superior Court to-day decided that the contract of stockholders of the Cincinnati, Hamilton and Dayton Railroad, whereby they surrendered stock to certain trustees, receiving therefor trustee's certificates and gave an irrevocable proxy to the trustees to vote at all elections, was valid, except that part which made the proxy irrevocable. Upon the decision being given, Albert Netter and others holding trustees' certificates moved for a mandatory injunction to compel the trustees to vote according to the wishes of the stockholders. The motion was denied.

BOSTON, June 14.—The Metropolitan Railroad Company has declared a dividend of 4 per cent, or $2 per share. The Burton Stock Car Company has declared a semi-annual dividend of 3½ per cent on its preferred stock.

ST. LOUIS, Mo., June 14.—There will be introduced in the House to-morrow evening a bill authorizing the construction, maintenance and operation of an electric elevated railway, double tracks, standard gauge, with sidings, turnouts and buildings, the line to be from Fourth-st. to Forest Park, a distance of about four and a half miles.

TOLEDO, Ohio, June 14 (*Special*).—Articles of agreement for the consolidation of the old Toledo, Cincinnati and St. Louis Railroad and the organization of the Toledo, St. Louis and Kansas City road were filed in this city to-day. The capital stock of the new company is $18,055,000; of this amount $5,805,000 is 4 per cent preferred convertible stock and the rest common stock. For the stock of the old company dollar for dollar of the new common stock will be issued. The officers named are, president, James M. Quigley; secretary and treasurer, I. W. White. These officers will be re-elected.

THE YACHTS READY TO RACE.

GREAT INTEREST IN TO-DAY'S REGATTA.

CRAFT THAT WILL COMPETE THIS WEEK—MR. STEWART'S FLAG.

Everything was ready last evening for the Atlantic Yacht Club's regatta to-day. Mr. Winteringham had been busily at work measuring the yachts entered and computing the time allowances. The Gracie will allow the Thetis three minutes and thirty-five seconds. The Priscilla will allow the Atlantic fifty-two seconds and will give the Puritan two minutes and twelve seconds. The entries are as follows:

First class schooners—Grayling, Montauk and Republic. The Boston schooner Gitana will also probably be in the race. Second class schooners—Agnes, Haze, Leona and Vidette. First-class sloops—Puritan, Mayflower, Atlantic and Priscilla. Second class sloops—Thetis and Gracie. Third class sloops—Athlon, Bertie, Cinderella, Roamer, Stella, Thistle and Viord. Fourth class—Adelaide, Daphne, Nepenthe, Nirvana, Penguin, Rover, Stella and Viola. Fifth-class—Crocodile and Rival—Sixth class—Daisy, Ilderan, Nomad, Tourist and Viking. Seventh class—Arab, Asia, Louisa and Merlin.

On Thursday the annual regatta of the New-York Yacht Club will take place. The four big sloops are entered in this, and besides there are the following entries: keel schooners—Dauntless, Esperanza, Fortuna and Gitana. Centre-board schooners—Montauk and Grayling. Second class sloops—Bedouin, Gracie and Whileaway. Third class sloops—Vivid, Cinderella, Clara, Regina, Daphne, Gavlotto and Bertie. On Saturday the Seawanhaka Corinthian Yacht Club holds its annual regatta. There will be a subscription cup of $1,000 to be competed for by the four big sloops at this regatta. Yachts entered for this cup may be sailed by professional sailing-masters and manned by professional crews without limit. They may carry balloon club topsails, but in all other respects they will be subject to the club sailing rules and the regulations governing the race. Schooners and first and second class sloops and cutters may be manned by professional crews. Yachts of other classes must be manned by amateurs only, and if any professional sailor be carried he must remain below and in nowise assist in the management of the yacht. Every yacht except the four big sloops must be sailed by members of the club, if they belong to that club. This race is opened to the yachts of the Atlantic, Larchmont, Eastern, New-Bedford, Knickerbocker and New-Haven Yacht clubs. Each yacht must have on board a member of the Seawanhaka Club or of the club from which she is entered. The following sails may be carried: Schooners—mainsail, foresail, fore-staysail, jib, flying-jib, jib-topsail, fore and main gaff-topsails, main topmast staysail and spinnaker. Sloops and cutters—mainsail, fore-staysail, jib, flying-jib, jib-topsail, gaff-topsail and spinnaker. All or any of the foregoing sails may be carried as balloon sails, gaff-topsails excepted. A gaff-topsail is a jib-headed topsail that does not extend above the truck, nor beyond the gaff end. First class sloops may carry balloon club-topsails. Fifth class sloops and cutters may carry topsails extending above the truck.

The race to-day being the first of the great regattas, much interest is taken in it not only in yachting circles but outside of them, and several excursion steamers will follow the yachts over the course. The yachts entered which were on the ways preparing for the race, came off yesterday and lay off Bay Ridge or Stapleton impatiently waiting for to-day. The course will be from a point off the Atlantic Yacht Club-house down around Buoy No. 8 at the Point of the Hook, and thence around the Scotland and Sandy Hook Light ships and so home. The smaller yachts, however, will only go around the buoy.

There is considerable talk among yachtsmen in regard to W. A. W. Stewart flying the American yacht ensign on his yawl Cythera. Mr. Stewart bought the Cythera in England, where she was built. It is generally understood that there are only two circumstances under which a foreign-built vessel can fly the American flag. They are, first, when she is a lawful prize captured in war, and, secondly, when she has been wrecked on the American coast and repaired to an extent equalling three-fourths of her original value. The Cythera has not had the misfortune to comply with either of these requirements, but still she flies the American flag and is a foreign-built vessel. Last year and the year before Mr. Morgan went cruising about with his English steam yacht Amy with no flag displayed. He was under the impression that he could not fly the American flag; so he did not fly anything. This year, it is said, he intends to follow the example of the Cythera and fly the American yacht ensign. Mr Stewart's friends say that he flies the American flag by virtue of an old law allowing pleasure boats built in foreign countries to change their flag to the Stars and Stripes. Mr. Stewart is said to have papers regularly made out. Collector Hedden said yesterday that he did not know by what authority the Cythera flew the American flag. It is understood that the revenue cutter Grant will make a visit to the Cythera to-day to investigate the case.

A special meeting of the Atlantic Yacht Club was held in Brooklyn last evening to elect ten new members. Among them were the Rev. R. Heber Newton and Charles R. Flint.

VICTORS IN THE NEW-JERSEY YACHT REGATTA.

Oilskins and sou'westers played an important part in the regatta of the New-Jersey Yacht Club yesterday, for it was sailed in drizzling rain, accompanying a fresh northeaster that covered the bay with white caps and gave the crews of the yachts plenty of lively work reefing down. Three catamarans, six cabin sloops and ten open yachts comprised the fleet that lay just to the northward of Bedlow's Island, when the judges' steamer Blackbird, with guests of the club on board, came down from the city. With booms broad off to starboard, the fleet came dashing across the imaginary line drawn from the steamer lying at the Island pier due east to a stake boat in the stream in the following order: The catamaran Cyclone first, at 11h., 12m., 52s., then the Wayward, Sirene, Truant, G. B. Deane, Letitia, Rambler, Cate Cate, Louise, Charm, Teaser, Nemesis, Ægir, Alexander F., Wave, Wabasso, Vixen, Henry Gray and Triton. The leaders were shut out in the mist to leeward before the last named boat had got away. The tide was strong ebb, and the fleet, watched with interest by those on board the Blackbird, soon reached the Narrows. Doremus Bros.' pretty Sirene carrying whole mainsail and jib, passed the G. B. Deane and Rambler before buoy No. 13—the outer mark in her class—was reached. The catamarans Ægir, Nemesis and Cyclone sailed the longest course—round the Buoy No. 9 on the West Bank—and luffed round it in that order, at 12h., 19m., 10s., 12h., 20m., 10s., and 12h., 21m., 20s., respectively. The five small cat boats rounded Fort Lafayette, while the other open sloops luffed round Buoy No. 13 as follows: Sirene 12h., 11m.; Rambler, 12h., 13m., 10s.; Letitia, 12h., 13m., 31s.; Louise, 12h., 13m., 40s.; G. B. Deane, 12h., 14m., 44s.; Charm, 12h., 14m., 40s.; Alexander Forsyth, 12h., 15m., 40s.; Wabasso, 12h., 19m., 30s., and Vixen, 12h., 20m., 20s. Reefs were shaken out before the buoy was reached, and the windward work for home became exciting. The Charm fouled the Deane close to the outer mark, the latter having the right of way, but neither was damaged. The Rambler ran aground on Communipaw flats and could not finish. In Class A the Ægir beat the Nemesis 25m., 49s.; in Class B the Wayward won, having no competitor; in Class C the Letitia won, beating the Alexander Forsyth 15 seconds; in Class D the Charm won. The Sirene won in Class E, beating G. B. Deane 11m., 59s.; in Class F the Teaser won, beating the Wave 4m., 20s.

MAYOR HARRISON A POSSIBLE WITNESS.

PREPARING FOR THE TRIAL OF THE ANARCHISTS IN CHICAGO—DEATH OF OFFICER HANSEN.

CHICAGO, June 14 (*Special*).—Captain William Black, leading counsel for the indicted Anarchists, said that he would be ready for trial on Monday. He said to-day:

"Mayor Harrison may be called as a witness. It is probable, as he has publicly stated that he was present at the Haymarket meeting until about 10 p. m., that he will be called to prove the nature of the gathering which the police were dispersing when the bomb was thrown."

"Will he be asked to state if the police were acting contrary to his wishes and orders in commanding the meeting to disperse?"

"Such a fact, if it appears, will be very good for our side of the case."

It is understood that an attempt will be made to secure a separate trial for the Anarchists charged directly with murder, but this, it is believed, will not be permitted.

A final effort was made to save the life of Hansen, the police officer who was injured in the Haymarket riot and has been wavering between life and death at the County Hospital for several weeks. On Saturday his left leg was amputated and it was feared that the strain on his enfeebled system was too great. It was then decided by the hospital staff that the only means that offered a possibility of saving his life, or even prolonging it for a short time, was to infuse into his veins fresh blood from a healthy, robust man. Erick Egerles, the officer's brother-in-law, offered himself for the operation. The operation was successfully performed, but after suffering greatly for about two hours Hansen died. He belonged to the Fourth Precinct and was wounded in his arms, body and legs. He leaves a wife and six children.

SINGULAR ESCAPE FROM DEATH.

DOVER, N. H., June 14.—A staging about a chimney which was built for the Cocheco Manufacturing Company fell this afternoon. John Roberts, Dennis Haley, Edwagd McGrath, John Robinson and William Brown, fell a distance of eighty feet. The top of the chimney followed the staging. The men struck on the floor of the unfinished building at the foot of the chimney. Robinson and Brown were taken up insensible, having received fearful wounds about the head. The other men escaped with only slight bruises.

FATAL END OF A SUNDAY BOATING TRIP.

WILKESBARRE, June 14 (*Special*).—Long Pond, a romantic little lake in the North Mountain about twenty miles from here, was visited by a party of nine young men, among whom were Thomas Dolan and C. R. Snyder. In the afternoon they went out in two boats, one holding five and the other three. When near the middle of the pond one of those in the larger party bent over to pick a water lily and the boat upset. The other boat hastened to their assistance and in the struggle to save them the second boat was upset and the eight young men were struggling for life together. Had not another party been out with a boat all would have perished. As it was before assistance arrived Jacobs and Dolan had perished and two others were unconscious though they afterward revived.

SHOOTING A KANSAS CITY EDITOR.

THE FOLLY OF AN ANGRY ATTORNEY.

EMPTYING HIS PISTOL INTO A CROWDED STREET CAR—TWO OTHER PERSONS WOUNDED.

KANSAS CITY, June 14.—A sensational shooting affray occurred shortly after 5 o'clock this evening at the corner of Ninth and Main sts., in this city, in which Dr. Morrison Munford, proprietor of *The Times*, and two other persons were shot by W. A. Carlile, an attorney. Dr. Munford had come from *The Times* building to take a car going east. Mr. Munford entered the car, which was about comfortably filled with people, and was about to take a seat near the door when Carlile, who had been standing near the First National Bank building, a few feet away, came to the platform of the car, drawing a revolver and spoke to Mr. Munford, saying:

"You have traduced my wife and I will kill you."

At the same moment, he firing at Munford, who was only three feet distant. The ball struck Munford in the side glancing from a rib and lodging under the skin just below the breastbone. Carlile quickly fired again, the ball cutting his intended victim's coat and striking Jennie Streeter, a girl of sixteen, who occupied the next seat in the car. Mr. Munford then stooped forward, trying meanwhile to draw a revolver, and Carlile stepped into the street on the south side and began firing through the window, one ball striking a passenger named John Hale in the face. After firing five shots in all, and each in rapid succession, Carlile started to run around the forward car attached to the other one and was seized by two officers, as Mumford stepped down to the pavement on the north side with his revolver drawn and levelled. The latter, who thought he had been fatally wounded had tried to shoot, but had not been able to free his weapon, the trigger of which was caught in a scabbard which encased it and which had prevented his drawing it sooner. He called to the officers to let Carlisle go and give him a chance but bystanders interfered and persuaded the doctor to give up his weapon. He was removed to his home. Carlile meanwhile was taken down Main-st. followed by an angry crowd. His action in shooting indiscriminately into the crowd aroused the greatest indignation, and threats of violence were made on all sides.

None of the persons wounded is fatally hurt. The affair originated in the publication by *The Times* of charges against Carlile's professional and moral character. On May 13 *The Times* published an account of a trip to California by Carlile and Miss Sallie Crute, heiress to a fortune of $150,000 in which the young lady travelled as his niece. This was in March—a second trip was made later, Mrs. Carlile and their three children meanwhile remaining here at home. *The Times* charged that Mr. and Mrs. Carlile had enticed the girl from her mother, Mrs. Joseph Hendrickson, and kept her at their house for the purpose of getting her money away from her that Carlile had obtained from her as his ward unlimited power of attorney to control or dispose of her property. Carlile made denial of the charges in print, but did not bring any libel suit, as he was requested to do by the paper. He is a prominent member of the Methodist Centenary Church, with which Miss Crute was also connected. Some talk of church action was held but nothing has been done in the matter. Carlile had several times of late threatened Munford's life, but had not before attempted it.

THE SUICIDE OF ABBIE C. LAFLIN.

MARRYING A DASHING GAMESTER—PARALYSIS AND POVERTY CAUSE HER CRIME.

BOSTON, June 14 (*Special*).—The suicide