to sail on Tuesday. The shipping of her cargo went on till 10 a. m., when the men stopped.

The Ocean Steamship Line, for Savannah, had its first strike in thirteen years yesterday. The men have been getting 30 to 60 cents an hour, day and night respectively, and 60 cents at the meal hour from 12 m. to 1 p. m., so that they have earned from $20 to $25 a week. At 9 a. m. they went in a body to a corner near by, leaving the Nacoochee only partly loaded. At 1 p. m. they were persuaded to return to complete the loading, but with the understanding, at their own request, that they should receive no pay, taking this means to get around the rule of the Knights. At 2 p. m. a delegate alighted from a cab and induced one-half of them to strike again; the others refused until they should complete the loading, when the Nacoochee sailed. The Tallahassee, which arrived yesterday, was unloaded of her perishable freight and then the men went away, saying they must yield to the rules.

There was no strike at the Stonington Line, where the Rhode Island was being loaded. The Wyoming of the Guion Line arrived at her pier at 11 a. m. The men marched out, even refusing to dock her. An English sailor said: "Somebody came along and told the men to go and they went, although they were earning $25 a week." The Helvetia of the National Line arrived yesterday and the Erin was taking cargo. The men struck at 10 a. m. The superintendent said he had got forty new men and had turned twelve away until to-day. The Gallia of the Cunard Line was nearly unloaded at 4 p. m. by men who had been scraped together. The State of Georgia of the State Line was ready at 2 p. m. to sail at 6. There were men enough left to get her off. At the pier of the Compagnie Generale Transatlantique it was said by the superintendent that four gangs of men had been at work putting in 700 tons of coal and three hatchways were being used simultaneously for cargoes by the crew and new men who had been obtained. The old men had struck the day before, except the foremen, who still remained. The White Star steamship Britannic was loaded and ready to sail this morning; yesterday was her regular sailing day. The Trinidad succeeded in getting coal enough to enable her to sail for the Bermudas at 3:30 p. m. The Flamborough was still unable to sail, although an attempt was made to coal her from the Alhambra, an old hulk towed across the river with seventy-five tons of coal in her. The men discovered the move and so the coal remains in the Alhambra.

Along the East River everything was quiet all day. The men began to knock off work as early as 8 a. m. and by noon nearly all the union men had quit. Where new men were put on the strikers showed no disposition to molest them. In the early part of the day a good many strikers gathered around the corners and discussed the situation. Captain Gastlin, of the Steamboat Squad, distributed a large number of men along South-st. and on the piers, but they found little to do. Of the twenty odd piers from the Bridge to the Battery work was stopped on about half. One pier was as busy as usual and the next deserted, and so on.

The most important strike on the east side was at the Clyde Steamship Company's pier, No. 29. At 8 a. m. 100 'longshoremen quit work. The company generally employs 250 'longshoremen. The Columbia, which runs to Charleston, was lying in the dock. She was to sail at 3 p. m. The company posted a notice "Wanted, 100 men at 30 cents an hour," and then sent to Castle Garden and had a tug full of immigrants brought to the pier. These managed to get the steamer away on time, though she was only half full of freight. B. F. Clyde said that the other two steamers were coaled and would sail at the regular time to-day and Saturday.

There was no trouble at the railroad piers, as the men employed there are non-union men.

One steamer seriously inconvenienced was the Antonio, at Pier No. 46 of the Union Company. This steamer was boycotted ten days ago. Yesterday morning forty 'longshoremen employed in loading her struck and the stevedore carried off his tackle, saying he could do nothing. The entire crew had to go to work loading, mates and all, in order to get her ready for her voyage to China to-morrow. At the New-Haven Company's wharves the men struck at noon and the officers had a lively time to get their boat off at 3 o'clock. They had to press into service waiters and others at work on the boat.

The beach-walkers of the 'Longshoremen's Union went up and down the water front of Brooklyn yesterday and delivered the mandate of District Assembly No. 49 to stop work. The men at all the wharves from Newtown Creek to the Wallabout knocked off, and at the great stores from the Navy Yard to Gowanus Bay there was a general cessat on of the work of loading and unloading vessels. The men in some of the warehouses were not required to strike, but they found little to do, and the great shipping trade of Brooklyn was paralyzed. Only a few green hands could be secured and some of them joined the strikers when the situation was explained to them. Efforts were made to warn Italians not to work in place of the strikers. As a rule the strikers were quiet and were in their usual resorts when off work. The reserves of the police precincts which include the water front were on duty. The only disturbance which occurred was a slight one at Pinto's Stores, where some green hands were set at work unloading fruit and a body of the strikers compelled them to cease work. No steamers save the Independente were able to depart yesterday. The steamer Lake Winnipeg, lying at Dow's Stores, took out a lot of coal in order to put in a cargo of grain on Wednesday, and owing to the strike her cargo was not got aboard yesterday, and at high tide she listed badly and serious damage was expected. The United States assistant weighers, numbering about 800, struck for higher wages. They are getting 30 cents an hour and want 40.

Along the Wallabout the union men refused to handle coal, but a large force of non-union men were put at work and were not interfered with. It was estimated that fully 10,000 men were striking in Brooklyn, or were idle in consequence of the strike.

A GREAT DEMAND FOR COAL.

THE LOCAL COAL-HANDLERS ALL ON STRIKE BEFORE THE GENERAL ORDER WAS ISSUED.

The mandate of the Knights of Labor calling out the coal handlers together with the 'longshoremen did not affect the coal-dealers so much as the cold weather. All the coal-handlers who are under the orders of the walking delegates were called out as long ago as last Saturday, and there were none at work yesterday except non-union men or those who refused to obey the order to strike. Still more work was done by the dealers yesterday than on any previous day since the strike began. It was rumored on Wednesday that all the laborers would be ordered to stop work, and dealers who had coal in their yards or at their piers decided to bring matters to a crisis. When the yards opened yesterday a sufficient number of policemen were on hand to guard them from rioters. A few of the old hands assembled around the piers and yards, but offered no violence to the men who took their places. The Communipaw Coal Company had a large number of non-union men at work unloading barges at West Forty-fourth-st. Strikers hung around the gates and called the drivers vile names. The drivers had been cautioned against retaliating and only smiled. At the Consumers' Coal Company's pier, at East Forty-third-st., the men at work on Wednesday returned yesterday as usual.

Some yards were closed and the heavy doors carefully barred, and armed watchmen inside kept guard. The impression among some of the dealers was that the general strike would result in a riot and that the coal yards would be the first point of attack. At other places things were going on as smoothly as ever, the only difference being the presence of the police. Orders poured thick and fast into retail places all day, and one dealer said that the heaviest day's business of the year had been done. It will take a day or two to deliver all the coal that yesterday's orders call for. Poor people are enduring a great amount of suffering.

Assemblyman Dalton's free delivery made many of these glad. The XVIIth Assembly District, in which he lives, is thickly populated, and his agents have found some cases where persons were almost freezing for the want of fuel. Yesterday more than 400 applications were received by his agent, M. J. Beglen, at No. 406 West Forty-second-st. Although business among retailers was brisk none of them changed the price of coal or wood.

The order calling out all the coal-handlers and 'longshoremen was ridiculed by the officers of the various coal companies yesterday and was pronounced the last effort to beat the companies. It was said by them that there was no trouble at any of the piers, and that all the companies were getting out nearly the usual amount of coal. The Delaware and Hudson Company sent out sixteen floats on Wednesday and the same number yesterday; they were distributed among the various dealers in this city. L. R. Barrett, of the Lehigh Valley Company, received a dispatch from the superintendent at the piers to the effect that a full force of men was at work and that over 5,000 tons would be dumped at the two piers during the day. Some of the yard men and engineers who struck have returned to work.

Mr Berwind, of the Berwind-White Coal Mining Company, No. 55 Broadway, said yesterday:

Our men have decided not to return to work, although most of them would be glad to do so if they were not restrained by the order to which they belong. They confess that they made a mistake in going on strike, but that they cannot return to work without the consent of some executive committee or other. When this decision was made known to me I simply sent word that they had discharged themselves, and that as a body they could not enter into my employment again. I pity the poor fellows, for they occupy the anomalous position of striking for less wages than they had received. We were paying them more than the price asked from the anthracite coal companies. We are making arrangements to resume work with other men, and really are only waiting for the deputy sheriffs to be sworn in. We are going in to win, and our new men will be protected in the most ample manner. We shall begin work on Saturday, or certainly on Monday.

A meeting of the Coal Boatmen's Union was held yesterday afternoon at No. 26 Albany-st, and the strike discussed. The men were indignant at the action of the coal companies in instructing the Pinkerton men not to permit them to go aboard their own boats. Some of the men from Perth Amboy said that they had received the following notice:

Notice is hereby given to captains, owners, or persons in charge of the boat —— to remove said boat from the wharves, stakes, slips and property of the Lehigh Valley Railroad Company at Perth Amboy within twenty-four hours. If desired by said captain, owner, or person in charge, this company will tow said boat to a safe place of wharfage at the usual towing rates. If not so removed within the time specified, legal measures will be taken for its forcible removal.

E. P. WILBER, President Lehigh Valley R. R. Co.

The captains said that the company charged them $2 extra for towing.

THE PRICE OF COAL.

Although the Executive Committee of the Lehigh and Schuylkill Coal Exchanges in Philadelphia has increased the price of certain sizes of coal 10 cents a ton, it is not supposed that it will affect prices in New-York. Although the companies might be inclined under any other circumstances to increase the selling rate here, they will not do so while the present feeling exists. The prices for the following sizes as quoted yesterday, are: Pea, $2 75; nuts, $3 55; egg, $3 80; chestnut, $4; and stove, $4 15. Retail dealers did not change their rates, although there was a heavy demand upon them and coal was sold as low as $6 a ton and high as $11, and at prices ranging from the two extremes, according to quantity and distance that it had to be hauled.

A BIG MEETING AT COOPER UNION.

RESOLUTIONS ASKING THE GOVERNMENT FOR PROTECTION FROM HIRED MERCENARIES.

District Assembly No. 49 was out in force last night and the big hall in Cooper Union was crowded to the doors with enthusiastic Knights of Labor and trades unionists who had gathered to express their sympathy with the coal handlers and the 'longshoremen who are on strike. On the platform were James E. Quinn, Victor Drury, John McMackin, Thomas Moran, Ernest Bohm, T. B. Maguire, E. E. Owens, District Master Workman of District Assembly No. 86 of Poughkeepsie, Edward E. Kunze and a score more well-known Knights of Labor.

The meeting was called to order by Hugh Greening, of the Coopers' Union, who introduced Victor Drury as the first speaker. Mr. Drury thought that "the basic evil" which brings about all these troubles lies in the fact that the land is monopolized. Everything that is found naturally from the centre of the earth to the outer edge of the atmosphere should be common property; then there would be no coal monopolists and no strikes. The time had come for a change. All the power that could be brought to bear to separate and divide labor would be uselessly exerted for in organization labor had a power which could defy the rifle, scaffold and jail whether exerted by European despots, or American coal barons. The labor movement was not to be killed by policemen's clubs or Pinkerton's revolvers. He compared the Pinkerton men to the Free Companies of the middle ages and thought they were a menace to free institutions. He closed by saying: "To-day we plead; to-morrow we will command."

Secretary Frauley read a set of resolutions which denounced the Pinkerton system for the murders which had been done by them and said:

Resolved, That the Government hold the organizers of these mercenaries responsible for murder and immediately bring them to trial.

Resolved, That the Government of the United States be called upon to defend the lives of citizens from murderous onslaughts.

Resolved, That all corporate franchises be immediately repealed and cancelled by the Government.

Resolved, That we condemn the hiring of men for the purposes of war and destruction.

John McMackin thought that in character the Pinkerton men compared unfavorably with Mexican bandits and further thought that the hiring of them by the coal barons was illegal. "If they mean," he said, "to settle the labor question by brute force, they will find that they are fooling with a two-edged sword and may get hurt. We intend to settle the matter lawfully. If the corporations begin the lawbreaking, on their heads be the consequences."

T. B. Maguire thought that the workingmen of New-York should have great credit for having kept their tempers so well under such trying circumstances. He could not see the difference between the coal barons meeting and putting up the price of coal practically demanding your money or your life, because their capital is invested in coal, and a highwayman's making the same demand, because his capital is invested in a pistol. He stated that the average wages of the coal handlers is $88 a month. He urged the strikers to do their best to prevent any violence and said: "Those who attempt to destroy property are the enemies of organized labor."

James E. Quinn thought that the real question at issue was "by whom are we to be governed?" "If," he said, "the law permits a corporation to employ armed mercenaries to protect its property, we have the same right and it necessary will use it. The workingmen will uphold the authorities in anything lawful, but they do not propose to allow a return to feudalism under the name of Pinkerton Thugs." Mr. Quinn was interrupted by three rousing cheers for District No. 49. He wound up by saying that Knights of Labor, Trades Unions and other labor organizations should join hands and any man who attempts to create dissensions should be thrown out. Speeches were also made by Frank Ferrell and George Duncan.

Another set of resolutions was introduced and carried denouncing the coal combination and the Old Dominion Company as the direct cause of the present trouble.

The International Boatmen's Union No. 1 assembled in Bowling Green shortly after 7 o'clock and lead by its officers and a drum corps marched up Broadway. There were a thousand of them, rough, hard-faced, desperate-looking men and their loud cheers brought people to the street corners and windows to see what was going on. At Cortlandt-st. the boatmen were joined by a large number of coal handlers and 'longshoremen from across the Hudson and the two bodies of laborers from the two States cheered each other vociferously. They marched up Broadway to Broome-st. where the 'longshoremen's Union No. 2, which had marched there in a body from Military Hall, its place of meeting, and waited the approach of the boatmen and the New-Jersey strikers. This body of men fell into line swelling the procession to over 4,000 and marched up Broadway to Eighth-st. from there to the hall. Cooper Union was almost filled when they arrived at 8:30 and they crowded into it, leaving several thousands outside, who stood in the cold, biting air, while speakers addressed them.

STEAMSHIP LINES AND 'LONGSHOREMEN.

REPORT OF A COMMITTEE THAT MET DELEGATES FROM THE OCEAN ASSOCIATION.

The representatives of all of the foreign steamship lines met at No. 19 Broadway yesterday to listen to and act upon a report of Henry W. O. Edye, F. W. J. Hurst, Harold Sanderson and John D. Elwell, the committee appointed to confer with the Board of Management of the Stevedores' Union relative to the embargo against the foreign lines by the 'longshoremen. The report, as follows, was unanimously adopted:

We met five delegates of the Executive Board of the Ocean Association, who gave their names as John J. McKenna, J. T. Putnam, Patrick McGartland, Thomas McGrath and J. E. Quinn, on Tuesday last. These delegates stated that they possessed advisory, but not indefinite, power. To our first inquiry as to whether they had any grievance or complaint against any or all of the transatlantic steamship companies they replied that they had none and that the wages paid in that quarter to the 'longshoremen were quite satisfactory. Our inquiry why, in view of this fact, they had hampered and inflicted damages upon certain of the transatlantic lines in refusing to stow cargoes engaged and delivered by the Old Dominion line, they answered by stating that they had a fight with that company and were bound to bring the line to terms; that they saw no adequate means to strike at the Old Dominion company except through this "boycott" and while they regretted inflicting inconvenience on the transatlantic steamship companies their cause was paramount to any other consideration. We then explained to them that the cargo which the 'longshoremen were prohibited from handing in our vessels had been engaged a considerable time, probably weeks, ahead; that we must forward the same, the Old Dominion company having completed delivery, and that we were threatened with suits for damages on the part of shippers for our failure promptly to forward cargo engaged bona fide long before the fight with the Old Dominion Line was inaugurated. We explained to the delegates how in our conventions with neighboring shipping ports we had to take freight to reach us from all directions in the South and Southwest, and that we could not refuse to take it over any route that shippers preferred, nor could we take such freight under conditions exonerating us from promptly forwarding the same in case of strikes or stoppage of labor as they, the delegates, suggested we might do in the future do, since we should thereby frighten the shippers and divert freight to neighboring ports, where there was no necessity for such safety clauses. We finally explained to them the difficulty of our position in securing freights throughout this continent in competition with neighboring ports, some of them more favorably treated than New-York for the forwarding of cargo generally transported and delivered to us by the Old Dominion Company, and how ill could we afford to be hampered in this competition.

We assured the delegates that our interests were identical; that loss of freight meant loss of labor; our loss was their loss; their gain our gain. We strongly, but in the most friendly terms, urged the delegates to rescind an order which we must consider unjust and arbitrary, so far as we were concerned, and suicidal to our mutual interests. We pointed out to the delegates that we did not wish for a conflict with them, but that their high-handed proceeding against us would force us into retaliatory measures in simple vindication of outraged manhood. The delegates on leaving promised us to discuss our representations in their own body and to convene a general meeting of the parties necessary to enable them to rescind their action against us. They expressed themselves to the effect that they had gathered a great deal of information hitherto unknown to them in regard to the manner in which non-local freight was received here. And we assured them that if at any future time they were desirous of obtaining information on points of interest to them in our business, a letter addressed to that effect to our secretary, Thomas L. Sanford, would always secure for them a conference with your members or a committee thereof, and that we would cheerfully grant any reasonable and proper demand on their part. The delegates then withdrew, and no reply or word of any kind has been received from the 'longshoremen or their delegates since.

LITTLE INCONVENIENCE IN NEW-JERSEY.

EFFECT ON STEAMSHIP LINES—STRIKING 'LONGSHOREMEN AND COAL-HANDLERS QUIET.

The 'longshoremen joined the coal-handlers yesterday in New-Jersey, and the number of idle men lounging about the wharves was materially increased. There was little work done at the Red Star Line pier, although the company had succeeded in securing a number of Italians to take the places of the strikers. It was rumored that fifty of the Italians were persuaded to join the Knights of Labor and were sworn in as members of 'Longshoremen's Union No. 3, but the rumor could not be verified. The company caused posters to be distributed throughout the city offering employment to 100 men at $15 a week, but only a few men applied for work.

The steamer Pennland, which was delayed because she needed 300 tons of coal to complete her supply, will be able to sail probably to-day, her crew having been busily engaged yesterday in transferring coal from barges to the steamer's bunkers. While this was being done a walking delegate sauntered down to the end of the Morris-st. pier and seeing the crew at work asked some loungers there who was coaling the vessel.

On being informed he exclaimed with an oath, "It will have to come to the bayonet yet," and he walked quickly up the pier again. A few minutes later a large crowd of the striking 'longshoremen came down toward the end of the wharf and it was thought that there would be trouble. Chief Murphy was informed and in a few minutes a squad of policemen arrived and ordered the strikers to leave the pier, which is private property.

The Rotterdam Steamship Company, whose pier adjoins that of the Red Star Line, suffered little inconvenience. About 100 'longshoremen who were employed there quit work because they were expected to transfer 200 tierces of lard from the Starin barge Allan G. Churchill to the steamer Zaandam, the Starin barges being boycotted and the lard having come from the Old Dominion Line. The crew of the steamer stowed away the lard and the steamer was then towed out into the stream, where she received 17,000 bushels of grain from an elevator with the help of Italian laborers. As her coal bunkers were full the steamer was able to sail.

In Hoboken the Wilson and Thingvalla steamship companies were the only ones affected by the strike. The Bremen and Hamburg lines were not interfered with, as they employ their 'longsnormen at a regular weekly salary all the year whether they work or not.

The 'longshoremen's strike distracted attention from the coal-handlers' strike, and consequently nothing of any special interest happened at any of the coal wharves. The new men employed at the Delaware, Lackawanna and Western Railroad wharves were paid off yesterday, and as the dissatisfaction about their food and sleeping accommodations was amicably adjusted they worked steadily all day. They were paid at the rate of $1 65 a day and their board, which costs the company 35 cents a day for each man. Their lodging-place has been changed from cars to a large steamboat lying alongside one of the wharves. The strikers gained renewed courage from the strike of the 'longshoremen, and they were more than ever convinced yesterday that they would eventually win. They went in a body last night to New-York to attend the meeting in the Cooper Union.

The renewed hopeful feeling of the strikers in Jersey City was not shared by the coal-handlers at Port Johnson. They seemed somewhat dispirited. The leaders were indignant with the action of those who attacked half a dozen men Wednesday morning, and a committee was appointed to see that there is no further interference with the "scabs," as they are called.

The situation at Weehawken remained unchanged during the day, except that some of the men who struck because they were forced to are anxious to return to work. Their families are suffering, and as they can see no prospect of a speedy settlement of the trouble they have grown weary of being idle.

Abraham Albers, age twenty, of No. 47 Elizabeth-st., New-York, and Simon Balari, of No. 31 Canal st., new coal-handlers employed on the Delaware, Lackawanna and Western wharves, were crushed between cars yesterday and seriously injured. They were removed to the City Hospital.

THE ASSEMBLY COMMITTEE INVESTIGATION.

ALBANY, Jan. 27 (*Special*).—The committee appointed by the Speaker of the Assembly to investigate the coal heavers and 'longshoremen's strike in New-York will begin its inquiry in that city on Thursday next. The committee will probably hear the evidence regarding the strike at the Murray Hill Hotel.

FIGHTING AGAINST THE COAL-HANDLERS.

WILKESBARRE, Jan. 27.—Seventy-five Hungarians and Bohemians from the Drifton coal works of Coxe Brothers & Co. left last night for Port Johnson to take the places of the striking coal-handlers. There are more coal trains running over the Lehigh Valley Railroad to-day than any day since the beginning of the strike.

PHASES OF THE LABOR QUESTION.

In accordance with the order of District Master Workman Morrison the carpet-workers in the employ of E. G. Higgins & Co. went back to work yesterday morning on the agreement made with the firm on Wednesday. All hands were taken back and the non-union girls were discharged.

The conference between the shoe manufacturers and the Executive Board of District Assembly No. 91, Knights of Labor, resulted in an agreement which averts the threatened lock-out. The conference committee will now devote itself to drawing up scales of prices for the various factories.

OBITUARY.

DANIEL McKENZIE KENDRICK.

The news of the death of General Passenger Agent Kendrick, of the New-York Central Railroad, at Thomasville, Ga., on Wednesday was a surprise to his friends, who had received encouraging advices from him respecting his health within a few days. He was born at Cambridge, Mass., on September 1, 1846, and first entered the railway service as auditor's clerk of the Paris and Decatur road in 1872. He became the general passenger agent in 1875 but on June 1, 1877, he entered the employ of the Cleveland, Columbus, Cincinnati and Indianapolis and the Indianapolis and St. Louis (known as the "Bee" Line), serving first as Southwestern and then as general Western passenger agent of these roads. From February 3, 1880, to January 1, 1881, he was general passenger agent of the Indianapolis and St. Louis, and then he took the same position on the Delaware and Hudson Canal Company's roads. He succeeded C. E. Meeker as general passenger agent of the New-York Central on May 1, 1885.

Mr. Kendrick has been a victim of consumption for several years, but his ability was so conspicuous that even this drawback did not retard his advancement in the railroad world. His business reputation was high and his personal qualities made him numerous friends. Many tributes were paid to his memory yesterday. Assistant Superintendent Voorhis, of the Central, a close personal friend, said that Mr. Kendrick was a man of sterling qualities who stood among the foremost men of his rank.

H. C. Du Val, who was private secretary to President Rutter, from whom Mr. Kendrick received his last appointment, said: "No man could have died, who, in the railroad world, was more widely known or held in more esteem than Mr. Kendrick. His prominence in the passenger traffic field was due not only to his strong executive ability but to his wonderful personal popularity."

General Manager Layng of the West Shore, said: "He was a brave soul and any other man would have succumbed two years ago to the disease he was battling."

The body will be sent to Terre Haute, Ind., to be buried. The funeral will probably be on Sunday. Mr. Kendrick leaves no children. He was married to an Indiana lady who died about three years ago and is buried at Terre Haute.

JOHN BEST.

John Best, who died at his home in Utica on Monday, was born at Ross, England, seventy-five years ago. He came to this country when twenty-five years old, and, with his father and brother, was a contractor and builder for many years. He was for some time in the employ of the Treasury Department, superintending the construction of several public buildings. He was for many years master bridge builder for the Erie and Delaware, Lackawanna and Western Railroad Companies. In 1861 he engaged with the Rev. D. S. Heffron in the nursery business, making the growth of grapes a specialty, but the firm lost a fortune in the enterprise. Mr. Best always enjoyed the esteem and confidence of his fellow-townsmen, and was known as an able and conscientious contractor, a master construction and a ready designer and inventor. His wife, three sons—George W. Best, of New-York; F. W. Best, of Philadelphia, and E. W. Best, of Rochester—and a daughter, Mrs. S. T. Crosswell, of Philadelphia, survive him.

PROFESSOR KARL ESMARCH.

BERLIN, Jan. 27.—Karl Esmarch, a professor at the Prague University, is dead.

Professor Esmarch was born at Sonderburg, on Dec. 3, 1824, and studied at Kiel, Bonn, Heidelburg and Berlin. He held professorships of Roman law at Cracow and Prague and published several works on law, besides several volumes of poems and metrical translations.

OBITUARY NOTES.

GETTYSBURG, Penn., Jan. 27.—David A. Buehler, Editor of *The Star and Sentinel*, vice-president of the Battlefield Memorial Association and a prominent member of the Adams County bar, died to-day after a protracted illness.

CAMDEN, N. J., Jan. 27 (*Special*).—David B. Brown, for twenty-one consecutive years Surrogate of Camden County, was found dead in his bed this morning having died from heart disease. He was born near Camden in 1833. He served in the war in the 3d New-Jersey Regiment, and was so badly wounded at the battle of Salem Church that he partly lost the use of his right arm. During the tornado which swept over Camden in the fall of 1885 he was dangerously injured by falling timbers, but fully recovered, and until recently was apparently in excellent health.

RED BANK, N. J., Jan. 27.—Dr. William H. Hubbard, a prominent physician of Red Bank, died suddenly yesterday of Bright's disease and fatty degeneration of the heart. He was born in Monmouth County in 1812.

MERIDEN, Conn., Jan. 27.—Randolph Linsley died in this place on January 22, age seventy-seven. He was one of the best-known residents of Meriden, was a cousin of Dr. Jared Linsley, of New-York city, and had many friends there. His death was unexpected.

DAMAGE SUIT DUE TO THE GREAT CHICAGO FIRE.

CHICAGO, Jan. 27.—A curious case has just been concluded in Judge Collin's court. The plaintiffs were the liverymen, Wright Brothers, the defendant, the Chicago and Northwestern Railroad, and the amount of damages at issue $150,000. The plaintiffs allege that on the night of the great fire of 1871 they were removing a number of horses and a quantity of other property from their stables on the north side, which adjoined the property of the company. They claim that they could have had the animals removed in safety but for the fact that an oil shed of the company caught fire and exploded, destroying the entire property just as it was being removed. The case went to the jury this morning, when the Judge instructed them to find a verdict of "not guilty."

NOMINATIONS IN THE QUAKER CITY.

PHILADELPHIA, Jan. 27 (*Special*).—The Democratic conventions to nominate a candidate for Mayor, Receiver of Taxes and City Solicitor met to-day and pushed through the slate agreed upon by the party leaders yesterday. Colonel Charles H. Banes was named for Mayor, John Hunter, a Republican and the present occupant of the office, for Receiver of Taxes, and Henry C. Olmstead for City Solicitor. The election occurs on February 15.

CAN IT BE THE LORILLARDS' TRACK?

KEYPORT, N. J., Jan. 27.—Men are at work on the "Brown Farm," near Keyport, laying out a practice track for fast horses. It is reported that the farm has been bought by the Lorillards and will be kept as a private track.

WAITING FOR A VERDICT IN BIERAL'S CASE.

The last of the testimony was heard yesterday in the trial of Louis Bieral for shooting Surveyor Beattie. The prosecution was conducted by United States District-Attorney Walker who made the closing address to the jury and by his assistant, General B. B. Foster, who has had the management of the case.

Ex-Judge Curtis continued his endeavors to show that Bieral was insane by calling as witnesses two or three friends who had noticed Bieral's strange acts and language after his discharge from the Customs service and before the shooting of Surveyor Beattie. Dr. Allan McLane Hamilton testified for the Government. He was examined by General Foster, and said in answer to a long hypothetical question containing the prosecution's view of the testimony, that the person described might be sane. He said that he had visited Bieral and conversed with him in reference to the case. He saw no evidence of insanity.

Ex-Judge Curtis made a long and earnest speech to the jury. District-Attorney Walker, in closing, said that the facts had been proven beyond a doubt. Bieral was sufficiently sane to know what he was doing.

The jury retired at 3:30 p. m., and as no verdict had been delivered at 6 o'clock, Judge Benedict directed that a sealed verdict be rendered at 11 a. m. to-day.

COLUMBIA TO ENTER THE BASEBALL LEAGUE

The students in the School of Arts and School of Mines of Columbia College yesterday adopted a constitution for the Baseball Association. It was also decided to appoint a committee to make application to the Intercollegiate Association for admission to the College Baseball League. B. Sloan, '88, was elected manager for the nine, and J. Plum, '87, vice-president. Thirty young men are practising in Tammany Hall for positions on the nine, under their temporary captain, H. Strebeigh, '87.

HOFFMAN DEFENDS WASHBURNE.

ABSURDITY OF THE "FIGARO'S" CHARGES—THE CHARACTER OF THE EX-MINISTER CANNOT BE IMPEACHED.

WASHINGTON, Jan. 27.—Colonel Wickham Hoffman, late Minister to Denmark, says in regard to the charge made in the Paris *Figaro* against ex-Minister Washburne:

"I was Secretary of the United States Legation in Paris in 1870-'71, and was with Mr. Washburne during the siege. I was daily at the Legation, and fully cognizant of everything that passed there; and I confidently affirm that no letters were received and forwarded under the circumstances related in *Figaro*, nor could any have been so received and forwarded without my knowledge. And why should any one request Mr. Washburne to forward letters at $4 apiece, when there was a regular bi-weekly mail service by balloon at the regular French postal rates? There never was any difficulty in getting letters out of Paris; the difficulty was to get them in. Mr. de Woestyne suggests that spies might have sent their letters through our bag. Mr. de Woestyne has evidently a poor opinion of the intelligence of German spies. Their news would have been somewhat stale when the dispatch bag was opened at the United States Legation in London, a week or more after it left Paris.

"Prince Wittgenstein will, no doubt, thank M. de Woestyne for the charming part he makes him play in the story. A Russian officer and gentleman, having reason to believe that he has discovered something wrong in the legation of a friendly Power, instead of informing the Minister, lays a little trap for him, and then tells a reporter, with glee, how the Minister fell into it. Russian officers and gentlemen do not do things this way. Mr. Washburne's character has ever stood so justly high that no one who knows him will believe a word of this charge, and those who do not know him will see the absurdity of the thing upon its face."

A STUBBORN CONTEST IN TEXAS.

REAGAN APPARENTLY AHEAD IN THE BALLOT FOR UNITED STATES SENATOR.

AUSTIN, Tex., Jan. 27 (*Special*).—It is asserted by old politicians attending the Legislature that the interest in the present Senate fight is greater than in any State contest in the last twenty years. A tremor of excitement ran through the Legislature to-day as the clerk began calling the roll, and the friends of each candidate exhibited relief when they discovered that the changes were insignificant. The withdrawal of Judge Terrell's name yesterday was confessedly only temporary, but it was not presented to-day. Terrell's disbanded forces scattered, 10 votes going to Reagan, 5 to Ireland and 4 to Maxey. Since Terrell's withdrawal the Ireland men have held the balance of power and both yesterday and to-day joined with Maxey's supporters to carry the adjournment. It was thought that the Maxey and Ireland men might unite to-day against Reagan. Latter's friends, however, are not discouraged. Caucuses were held last night at the headquarters of each candidate and the greatest efforts were made to keep each faction intact. Judge Terrell, although his name was withdrawn, is known to be the second choice of a large number of Maxey's and Reagan's adherents. If they are convinced that it will be futile to continue supporting their first choice. It is maintained by all of Terrell's original supporters that his name will again be introduced at an opportune moment. To-day, however, what progress was made was in favor of Reagan. Eleven ballots, in all, up to noon to-day were taken. From first to last Reagan has gained 20 votes, receiving 36 on the first ballot in joint session as against 56 on the last ballot to-day. In the same period Maxey has gained one vote, having 45 at first and 46 on the last ballot. Ireland received 29 votes on the first joint ballot and 34 on the last. Terrell's vote yesterday was 25 and there was one vote for Sheppard. These are now distributed 20 to Reagan, 1 to Maxey and 5 to Ireland. Sixty-eight votes are necessary to a choice.

ONE VAIN BALLOT IN WEST VIRGINIA.

CHARLESTON, W. Va., Jan. 27 (*Special*).—The ballot for United States Senator in the Legislature to-day was as follows: Camden (Dem.), 38; Willey (Rep.), 33; Burdett (Grk.), 6; Johnson (Dem.), 4; Harris (Dem.), 2; Davis (Dem.), 1; Brown (Dem.), 1; Newman (Dem.), 1; Brannon (Dem.), 1; Jackson (Dem.), 1; Raymond (Dem.), 1; Wilson (Dem.), 1.

TESTIMONY IN THE HAINES-TURLEY CASE.

CAMDEN, N. J., Jan. 27.—Testimony in favor of Haines, the Republican contestant for the 1lld District Assembly seat was taken by the Legislative Committee on Elections at its session to-day. It consisted principally of denials from the members of the Snow Hill Republican Club of the testimony of several Democrats who said these witnesses acknowledged having voted for Turley, although they previously swore to voting for Haines. The committee adjourned until next Thursday.

A CORPORATE GUARD FOR LEON ABBETT.

TRENTON, Jan. 27.—At noon to-day the Legislature met in joint assembly to ballot for United States Senator in the Assembly chamber in pursuance of the adjournment yesterday. Clerk Atkinson called the convention to order and Assemblyman Noonan was made chairman pro tem. Upon roll call only seven members of the Legislature, all Democrats, responded. A ballot was taken with this result: Abbett, 7; Bedle, 0. On motion the joint assembly then adjourned till noon to-morrow.

RAILROAD INTERESTS.

EX-JUDGE BURKE AND HOCKING VALLEY.

The Cleveland Plain Dealer on January 25 published a long interview with ex-Judge Stevenson Burke, recently president of the Columbus, Hocking Valley and Toledo Railway Company, which confirms the general statements in THE TRIBUNE in regard to the reported deficiency which had been found to exist in the company's treasury. THE TRIBUNE stated that probably Mr. Burke had "satisfactory reasons for the absence of the bonds from the custody of the company." In the published interview he says that the last of the bonds came into his possession on January 10 and that he held them in behalf of creditors of the Hocking Coal and Railroad Company, who were the Snow Fork and Cleveland Coal Company, $135,000; the Continental Coal Company, $350,000, and Charles Hickox and himself jointly $275,000. The new president denied the indebtedness and gave his personal obligation to pay the claims whenever they should be established by law. With the consent of the creditors, Mr. Burke accepted this personal bond and then turned over to President Shaw $622,000 in bonds and $47,000 in cash. Mr. Burke also says that he gave the new president the preferred stock which had been put in his hands to use as collateral. Other statements made in THE TRIBUNE are confirmed in detail by the published interview.

In regard to the charges of fraud or embezzlement, which were circulated in Wall Street, Mr. Burke says: "Of course it is a villanous slander and falsehood to intimate that there was any other intention upon my part or upon the part of my associates than to settle up the affairs of the company in the most honorable and proper manner possible."

FURNISHING SEED TO DESTITUTE FARMERS.

At a meeting of the directors of the Northern Pacific Railroad Company yesterday, a letter from Vice-President Oakes was read, in which he stated that the farmers along the line in Dakota west of the Missouri River and for eighty miles east of the river lost nearly all their crops last year by drouth and hail, and that he had taken the responsibility of giving public notice that the company would furnish seed wheat, oats and other grains to such farmers as were destitute and needy to enable them to put in a crop in the coming spring. The seed is to be a loan from the company, to be repaid bushel for bushel in the autumn. Mr. Oakes expressed the opinion that 100,000 bushels of wheat and 60,000 bushels of oats would be needed for seed, and he recommended that the board appropriate $100,000 for the purpose. On the motion of Johnston Livingston, the action of the Vice-president was approved, and he was authorized to carry it into effect.

The other business of the meeting was in relation to routine matters and the lease of the Oregon Railway and Navigation Company was not referred to.

MISCELLANEOUS RAILWAY INTELLIGENCE.

MACON, Ga., Jan. 27 (*Special*).—Judge Simmons, in the Superior Court to-day, delivered his decision in the injunction case of the Georgia Southern and Florida against the Macon and Covington Railroad Company, restricting the latter from trespassing or interfering with complainants in the building of their road.

CHICAGO, Jan. 27.—A dispatch to *The Times* from Newark, Ohio, says: "The stockholders of the Newark, Somerville and Straitsville Railroad met here yesterday. Robert Garrett and Samuel Spencer, of Baltimore; Orlando Smith, of Cincinnati; Osmon Latrobe, of Baltimore; R. T. Devries, T. J. Frazier and W. T. Manning, of Newark, Ohio; J. H. Collins, of Columbus; John Reed and Washington Cowan, of Mansfield, and A. W. Dennis, of Newark, were elected directors for the year. Orlando Smith was chosen president and J. Hope Sutar secretary and treasurer. This puts the road in the control of the Baltimore and Ohio."

NEW-HAVEN, Jan. 27.—The Housatonic Valley Railroad Company which has been organized to build a railroad from a point on the Derby Railroad in Birmingham to Sandy Hook, which is virtually an extension of the Derby Railroad line, has offered to purchase the entire interest of the City of New-Haven in the Derby Railroad Company. The offer is $175,000 in cash for the city's stock and a guaranty to raise the first mortgage of the Derby Railroad Company amounting to $300,000 when due, so as to allow the city's guaranty, which is now second, to become first mortgage upon all present or future property of the road. The city also receives a guaranty that the road from Birmingham to Sandy Hook shall be immediately built.

MONEY TO BUILD A BAPTIST CHURCH.

The Baptist City Mission held its annual meeting in the Calvary Baptist Church last evening. Addresses were delivered by the Rev. Dr. J. F. Elder, president of the society; the Rev. Dr. R. S. MacArthur, of Calvary Church; the Rev. N. E. Wood, of the Strong Place Church, Brooklyn; the Rev. Dr. Edward Judson and the Rev. Richard Hartley, secretary of the Mission. A special appeal was made for money to purchase lots