New-York Tribune.

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THE COERCION BILL.

DECISION OF THE OPPOSITION TO LET THE MEASURE PROCEED.

A DIVISION TO BE TAKEN ON SIR BERNHARD SAMUELSON'S AMENDMENT.

LONDON, April 13.—Lord Hartington will return to London on Monday to vote for the second reading of the Coercion bill. A division will be taken in the House of Commons on Monday on Sir Bernhard Samuelson's amendment to the effect that the bill, if passed, would increase the disorder in Ireland and endanger the union and the empire, and therefore should be rejected. The opposition will not attempt to prolong the debate on the bill, reserving further discussion for the committee stage, which will probably be reached on April 26. Mr. Morley will speak on the bill to-morrow and Mr. Gladstone on Monday.

The Parnellites have issued an urgent whip for Monday next in expectation of a division being taken on that day.

MR. CHAMBERLAIN INDUCED TO SPEAK.

NOT SURPRISED AT THE DIVISION IN THE LIBERAL PARTY WHICH, HE SAYS, IS ALLIED WITH MEN WHOSE HANDS ARE STAINED WITH OUTRAGE.

LONDON, April 13.—Mr. Chamberlain, while travelling to Ayr, was met at Kilmarnock station to-day by a crowd who insisted that he should make a speech. In complying with their request Mr. Chamberlain said that for the first time in its history the Liberal party was allied with men whose hands were stained with blood and was assisting them to carry out an obstructive policy in Parliament. The Unionist views regarding Ireland were unaltered. Mr. Chamberlain was frequently interrupted in the course of his speech, the hisses of his opponents exceeding the cheers of his supporters.

Mr. Chamberlain said: "I am not surprised to find a division in the Liberal party. One of the principles of the party is that sufficient independence of judgment be left to each member. [Cheers.] The great question dividing us is a very serious one and is well expressed in a letter from my friend Mr. Bright, who says he is sorry that the Liberals are divided on the question of the preservation of order and the maintenance of the union. It has always been a great principle of the Liberal party not to assist or sanction outrage, anarchy or violence. For the first time in its history the party is allied with men whose hands are stained with outrage. A majority of the Liberal members of Parliament who sanction obstruction are allied with the men who produce disorder in Ireland and threaten us with outrages in our streets. I hope the time has arrived when Great Britain will give an answer to this policy of intimidation. I am convinced that the bulk of the working classes will show no sympathy with those who commit these offences or with their allies. We are bound to maintain order and the union, but that need not prevent our sympathizing with people who have a practical grievance of which they rightly complain and which it is our duty to remedy. We are not opposed to a reasonable remedy consistent with the greater interests of Great Britain, but we shall not yield to lawless agitation."

TWELVE PASSENGERS DROWNED.

THEY PUT ON LIFE-BELTS, JUMP OVERBOARD AND ARE CARRIED OUT TO SEA.

PARIS, April 13.—The packet steamer Victoria is ashore on the rocks near Dieppe. She stranded in a fog. Twelve of her passengers attached life-belts to their bodies and then jumped overboard and were carried out to sea. The others have been safely landed. She had ninety passengers aboard.

FULLERTON WINS AGAIN AT NEWMARKET.

CAPTURING THE BABRAHAM PLATE FROM OBERON BY THREE-QUARTERS OF A LENGTH.

LONDON, April 13.—The race for the Babraham Plate (handicap) of $3,000, about one mile, was run at Newmarket to-day. It was won by three-quarters of a length by Sir G. Chetwynd's four-year-old brown colt Fullerton, by Touchet, out of Caroline, with Mr. Manton's four-year-old bay colt Oberon, by Galopin, out of Wheel of Fortune, second, and Lord Londonderry's six-year-old bay horse Cambusmore, by Doncaster, out of Strathfleet, a bad third. T. Jennings's three-year-old chestnut filly Valentine and J. G. Joicey's three-year-old chestnut filly Antonina also ran. Betting: Fullerton 2 to 1, Oberon 5 to 4, Cambusmore 10 to 1, Valentine 8 to 1, Antonina 12 to 1.

OPENING OF THE DOMINION PARLIAMENT.

CANADA WILL TAKE BETTER CARE OF HER FISHERIES THAN EVER.

OTTAWA, April 13 (*Special*).—The opening of the first session of the VIth Parliament to-day was a tame affair. The new members were sworn in and a Speaker elected, in the person of Lieutenant-Colonel A. Ouimet, of Montreal. He was unopposed, the Liberals voting for him on account of his opposition to the Government last year on the Riel cry. It was this action of his which caused him to be nominated by the Government, as he is known to be the leader of a considerable faction of French anti-Macdonald men. The speech from the throne was not delivered to-day, as the Governor-General did not appear. It will be delivered to-morrow.

Regarding the fisheries and the issue involved with the United States the Governor-General says all negotiations so far have failed, the United States not being willing to come to any agreement for a settlement. He says the Government will make arrangements this year for a better protection of the fisheries than last. He looks to see Canada flourish in spite of the policy of the United States toward her.

The House was in session only an hour. Just before closing a motion was introduced expressing the hope that there may be speedily granted to Ireland a measure of Home Rule such as is enjoyed in Canada.

THE JACKSON-MARISCAL CORRESPONDENCE

WHY IT WAS PUBLISHED TO THE WORLD—THE REBECCA CASE RECALLED.

CITY OF MEXICO, April 13, via Galveston.—The course of the Government in publishing in the *Diario Oficial* the correspondence passing between Minister Marsical, of the Foreign Relations Department, and General Henry R. Jackson, formerly United States Minister here, in the matter of the schooner Rebecca, seized at Tampico on a charge of smuggling, excites much comment. Only the letters passing between the American Minister here and Minister Mariscal are given, and the correspondence between Secretary Bayard and General Jackson, which is of especial interest, cannot, of course, be given. At the close of one long letter General Jackson says:

> I should be most happy if I succeed in persuading Your Excellency to admit as a cardinal principle of law the right of a foreign Government, as a matter of last resource, to decide that question for itself, and that this right comprehends the exercise of power which no sovereign can in any manner waive, since there accompanies it a duty that no Government which maintains its dignity or esteems the opinion of humanity can fail to fulfil.

The ground taken by the Mexican Minister of Foreign Relations in his correspondence is that there was no denial of justice in the courts. It is the policy of the Mexican Government, as established in its recent treaties with European powers, that before cases can be taken up diplomatically they must first be carried through the regular legal channels. The case was practically given up by the American State Department by instructing Mr. Morgan, Charge d'Affaires, in May, 1886, while General Jackson was in Georgia on leave of absence, that the United States Government did not assert that there had been a flagrant denial of justice in the matter. But this withdrawal of the ground taken by General Jackson was accompanied by a protest that the course of the Mexican Government had been harsh and oppressive, the Secretary of State expressing regret that nothing had been done to make proper amends. Therefore the Mexican Government, contending that its course in the matter was not dictated by motives other than a desire to secure justice through the established channels, gives the correspondence to the world.

INCREASE OF IRISH AGRARIAN CRIMES.

LONDON, April 13.—The official returns of Irish agrarian crimes for the past three years are given as follows: For 1884, 762; 1885, 944; 1886, 1,056.

EXODUS FROM IRELAND.

QUEENSTOWN, April 13.—The arrivals here of emigrants on their way to the United States are at present enormous. The railways are running special trains to accommodate this class of travel. The number of emigrants now awaiting steamers to carry them to their destinations is already greater than can be housed in the hotels and lodging houses, and many are camping in the streets. Fifteen hundred embarked yesterday. Three thousand more are expected to arrive on Saturday next to take steamers here.

GUZMAN BLANCO NOT MAD.

PANAMA, April 5.—A Venezuelan paper, under compulsion, recently found itself compelled to declare that the rumor that Dictator Guzman Blanco was suffering from a brain attack was entirely false.

GENERAL MARTINEZ CAPTURES CAJENE YAQUI.

GUAYMAS, Mex., April 13.—Cajene Yaqui, the Indian chief, was captured yesterday by General Martinez at a ranch ten miles from Guaymas, where he had been hiding for two months. His capture ends the war between the Yaquis and Mexicans which has been waged in Sonora for two years.

ENGLAND'S QUARREL WITH HAYTI.

PARIS, April 13.—Mr. Simmonds, the Haytian Consul-General here, writes to the *Journal des Debats* denying that Hayti offered in 1874 to cede Tortuga Island in settlement of England's claim. He further says that it is undignified for a great nation to assert that a young country struggling with difficulties and adversities is so totally devoid of patriotism as to cede territory to any one seeking a quarrel with it.

EVICTIONS ON LORD LANSDOWNE'S ESTATES.

DUBLIN, April 13.—The police have been ordered to resume evictions on Lord Lansdowne's estates next week. This being the case, William O'Brien will proceed to Canada immediately to denounce the Governor-General's course in sanctioning the evictions.

DR. PARKER AND THE BEECHER EULOGY.

LONDON, April 13.—The Rev. Dr. Joseph Parker, pastor of the City Temple, explains that he has found it impossible to reach Brooklyn by June 1. He says he would gladly accept the task of delivering the eulogy on Henry Ward Beecher if the ceremonies were arranged for June 24, Mr. Beecher's birthday.

FRAGMENTS OF CABLE NEWS.

PARIS, April 13.—*Le Paris*, replying to strictures of the Berlin *Post* on France's attitude toward Germany, denounces the German policy as lying, cynical and brutal.

VIENNA, April 13.—Thoroughbred horses belonging to the stud of Count Andrassy, the retired Hungarian statesman, were recently poisoned by arsenic administered by a discharged servant. Five of the horses died, but the others were saved by timely administration of antidotes.

RAILROAD INTERESTS.

WILL PEACE PREVAIL IN NEW-ENGLAND?

A WAITING ATTITUDE OF THE BOSTWICK AND NEW-HAVEN PEOPLE.

Since the election of Charles P. Clark, late the president of the New-York and New-England Railroad, to suceed Mr. Watrous as president of the New-York, New-Haven and Hartford Railroad, there has been much quiet discussion of the future relations of the two roads. It was at first suggested that Mr. Clark, after his defeat by the Field-Bostwick-French party in New-England, would use his influence to injure that road. But Mr. Clark denied that he would be influenced by any petty feeling of resentment and his friends scouted the suggestion as one unworthy of consideration in view of his high character. Mr. Clark himself said a short time ago: "All the significance there is in my election is that I leave that chair [pointing to one which stood at the side of the long table in the New-Haven's directors' room and then pointing to one at the head of the table] and take this." Mr. Clark as vice-president stood directly in the line of promotion and it was only at the earnest request of his colleagues that he gave up the offer of a place on the Interstate Commerce Commission to become president of the New-Haven road.

No radical change in the relations of the New-Haven and the New-England companies has taken place since that time. The New-Haven people are extremely reticent as to the course they intend to pursue. The New-England management, however, it is understood, are determined on their policy. If they fail to secure satisfactory and favorable terms with the New-Haven road they will take steps to build an independent line into New-York city where a piece of water front has already been obtained in their interest. Such a movement would obviously be detrimental to the New-Haven road. No immediate action, however, is expected and both sides declare that "nothing new" is going on. But there are well informed persons in Wall Street who think that ultimately an agreement will be reached between the two companies in the line of the alliance proposed last autumn and defeated by the efforts of Cyrus W. Field, which will obviate the need of the New-England's extension southward. At present the people who are alike interested in the two properties are waiting for the sore feelings engendered in some directions by the contest over the last New-England election to wear away. Mr. Clark and President Bostwick, of the latter road, are friendly and it is believed that their understanding of the strategic value of the New-England road and of the desirability of an alliance of the three chief roads east of the Hudson River will finally lead to a harmonious union.

President Bliss, of the Boston and Albany, may be relied upon to favor this end, as he was prominent in the efforts made last year to bring this about. There has been a steady dribbling of New-England stock into Wall Street since the price left 60 per cent, but it appears to be well absorbed. It is thought by persons who closely watch the stock that the sales come from Mr. Field and his friends and that the stock is lodged in the hands of Mr. Bostwick or his friends. It is considered probable that at the next election of New-York and New-England there will be less of the so-called Field party and a representation of other important interests that will facilitate a harmonious adjustment of the relations between the lines connecting Boston with the Hudson River and this city.

ORDERING ST. PAUL'S TICKETS OFF SALE.

LATEST PHASE OF THE CONTEST TO ABOLISH COMMISSIONS.

The general passenger agents of the trunk lines, headed by Passenger Commissioner Pierson, left the city yesterday morning by the New-York Central Railroad for Chicago. They will meet there to-day the general passenger agents of the Western roads which have refused to abolish commissions and endeavor to persuade them of the evil of their ways. When the Eastern officers left here they breathed firm determinations to insist upon their position. Late yesterday telegrams began to come into the Commissioner's office declaring that the tickets of the Chicago, Milwaukee and St. Paul Railroad would be "turned to the wall" to-day. It was stated at the office that this was probably the result of a conference on the train which bore the trunk line passenger chiefs West. The St. Paul tickets have been sold by the trunk lines on the understanding that it accepted the provisions for the interchange of business, but correspondence has recently been passing between that company and the Eastern roads which indicated a disposition on the part of the St. Paul road to make too literal an interpretation of the agreement. The result was that the Eastern roads decided to place the St. Paul among the recalcitrant Western lines which are shorn of the privilege of having the trunk lines sell tickets to points on their routes, and assume all the pecuniary responsibility thereby involved.

Yesterday the Baltimore and Ohio assured its good-fellowship to the other associated trunk lines by "turning to the wall" the tickets of all the Western roads that had been cut off. It is expected by conservative men that the visit of the Eastern men to Chicago will be productive of a settlement, and it is surmised that this will be in the nature of a compromise. It is suggested that the trunk lines may consent to the payment of commissions to authorized agents under close restrictions on condition that the Western roads pledge themselves to sever all direct or indirect relations with outside ticket brokers or so-called "scalpers." The Western roads are still hesitating to take the hostile step of opening independent offices in trunk line territory, but their agents here have no idea that their superiors will surrender their claims. General Passenger Agent St. John, of the Chicago, Rock Island and Pacific, in reply to a letter of inquiry from a friend who wanted to know how the situation stood, said: "In the Rock Island vocabulary there is no such word as recede." This is a sample of the attitude of the lines west of Chicago.

NOTABLE RISE IN JERSEY CENTRAL STOCK.

The control of the Central Railroad of New-Jersey has been held for some time by Austin Corbin, president of the Philadelphia and Reading Railroad, and by his friends. Over one-half of the capital stock of the company has been transferred, it is reported, to Mr. Corbin and his brokers. After the control had been virtually obtained, the price of the stock continued to advance, and in the face of a drooping market the stock was conspicuous yesterday by a further large and spirited rise. It was, in fact, the principal feature of the stock market. After improving 4½ per cent from the opening price, it yielded somewhat with the rest of the market, but closed with a net gain of 2⅝ per cent, while other active stocks suffered final declines of ½ to 1 per cent. The exceptional course followed by the stock excited rather more than the usual amount of comment, but the curiosity in regard to the movement was not relieved. It was rumored that a large short interest, chiefly in Philadelphia, had been discovered and that the advance was largely due to purchases on this account in anticipation of the closing of the books to-morrow. The truth of the rumors could not be established, but Wall Street brokers were inclined to scoff at the suggestion of a short interest, either in Philadelphia or elsewhere. Same went so far as to say that the rise in the stock had hurt the general market.

One of the stockholders of the company, who still holds stock bought below 50, smiled when a TRIBUNE reporter asked him the news in regard to the company's affairs. "I know of nothing new," he remarked, "but Jersey Central has never had a fair chance to show its earning capacity. The future has much in store for it."

A person well versed in railroad matters said that the advance had suggested to him the possibility of a close union of the Jersey Central and Reading systems.

MR. GARRETT DID NOT ATTEND.

BALTIMORE, April 13.—At the meeting of the Board of Directors of the Baltimore and Ohio Railroad to-day a dividend of 4 per cent on the main stem and of 5 per cent on the Washington Branch for the past six months was declared. The appointments of William M. Clements as manager of the main stem and Pittsburg divisions and W. W. Peabody of the trans-Ohio divisions were confirmed. President Garrett was not present at the meeting. Had he been present the representatives of the stock in the Baltimore and Ohio road owned by the city of Baltimore would have questioned him in regard to the rumored deal for a transfer of the control of the road. No other persons are in possession of any facts in relation to the deal and the Board adjourned without any information having been obtained.

INDIANAPOLIS COMPLAINING OF THE NEW LAW.

INDIANAPOLIS, April 13 (*Special*).—The Interstate Commerce law has a disastrous effect upon the manufacturing interests of Indianapolis. The local rates give such advantages to manufacturers in neighboring cities that they can buy raw material within twenty miles of Indianapolis and reach the Eastern markets at from three to 20 cents less per hundred pounds than the rates allowed Indianapolis shippers. The Board of Trade has appointed a committee to ascertain whether or not it is possible to obtain any relief from this discrimination. In the meantime manufacturers have reduced their operations and all millers are running at less than one-third their capacity. Several firms have cancelled large contracts for the shipment of manufactured goods into the South.

READING'S CANAL LEASE.

PRESIDENT FRALEY THINKS THE ROAD TREATED THE WATER ROUTE BADLY.

PHILADELPHIA, April 13 (*Special*).—Before Master Dallas to-day Frederick Fraley, president of the Schuylkill Navigation Company, gave testimony in the petition of Hugh Penny and others to annul the obligation of the Reading receivers to operate the Schuylkill Canal under a lease and contract to the Reading Company. He said that the Reading Company would have made $165,000 profit out of the canal last year if the tonnage of 500,000 had been doubled. He then gave at length the reasons why it would be disadvantageous for the canal company to sever its connection with the railroad.

"When the lease and contract of 1870, under which the Reading Railroad Company entered upon the works of the canal company, was made," said he, "the result of the first year's work showed that a little over 1,000,000 tons of coal were carried on the canal, producing sufficient to pay all the rentals and about $90,000 more. From that time down to 1886 there has been a constant withdrawal of trade for navigation, so that instead of the rentals being earned the amount earned has only been about $125,000 to $140,000. After the Reading secured the lease of the canal it immediately placed on its general balance-sheet as liabilities the Schuylkill Navigation bond of 1893, voting car loans of 1913, and improvement bonds of 1880, the whole aggregating about $2,600,000. On the opposite side they placed a valuation of $1,000,000, representing the property and franchises derived under the canal lease. Then they also put down an item of $461,490 for coal barges, and 3,300 cars turned over to the railroad company under the lease were included in the report of the equipment for 1871."

Mr. Fraley said that a great deal of the property of the canal company had been abandoned by the railroad and had passed into disuse. Mr. Fraley said he would be willing to take the canal back if restored to the condition it was in in 1871, or to receive the net earnings under its operation by the receivers of the Reading, provided they exercised that discretion and efforts at profitable management which they had failed to exercise for ten years.

DEFENDING THE INTERSTATE BOARD.

AN INTERVIEW WITH JUDGE COOLEY AS TO THE SOUTHERN ROADS.

CHICAGO, April 13.—Judge T. M. Cooley, chairman of the Interstate Commerce Commission, is in the city settling up his accounts as receiver of the Wabash Railway. Regarding the recent action of the Commission in suspending the operation of the long and short haul section of the Interstate Commerce law for the roads in the Southern Railway and Steamship Association, Judge Cooley said the Commission did not recognize the Southern Railway and Steamship Association, as had been claimed, but based its action upon the individual arguments presented by the representatives of the various roads in that association, especially the Louisville and Nashville, East Tennessee, Virginia and Georgia, and other leading Southern roads. The claim that the Commission erred in extending the order to all Southern roads south of the Ohio River and east of the Mississippi River he did not think held good, as not only the competition by the steamship lines had to be taken into consideration, but also the competition by the Mississippi River and other Southern navigable rivers. He did not think any injustice was done to the roads this side of the Ohio River by granting temporary relief to the Southern roads. If the Commission finds upon personal investigation that no good cause exists for giving the Southern roads, or any other roads, privilege of making special through rates to meet alleged water competition, it would at once compel those roads to conform strictly with the provisions of the long and short haul section. He also states that the Commission would not tolerate any discrimination on the part of the Southern roads against the merchants in Western cities.

PRINTING BILLS UNDER THE INTERSTATE BILL.

CHICAGO, April 13 (*Special*).—One effect of the Interstate Commerce law has been to increase greatly the printing bills of the railway companies. The manager of one of the large printing houses said to-day that a rough estimate of the average cost for the printing required by the new law showed that it would be $25,000 for each road, which gives a total of $24,500,000 for the 980 railroads in the country. From some stations there are twenty or thirty rates, according to the variety of shipments. The passenger tariff would require but two sets of figures for each, first and second class rates. The companies of course do not relish the idea of paying such enormous printing bills. At the freight office of the Chicago, Milwaukee and St. Paul Road, the official in charge said: "Just what this company must pay for printing new tariffs to meet the requirements of the Interstate Commerce law is as yet a matter of speculation. I should say, however, making a rough estimate, that it would be nearer $40,000 than $20,000."

A NOVEL PULLMAN TRAIN.

CHICAGO, April 13 (*Special*).—The Pullman Company had on exhibition to-day a train of cars which it is claimed eclipses in elegance the famous trains recently put on the New-York Central and New-York and New-Haven roads. The train is to run on the Pennsylvania line between New-York and Chicago. It is composed of five coaches. Each of the three sleepers has twelve sections, besides a stateroom at each end and each state room has its own private lavatory. The fourth car is a dining-room car and is arranged with portieres so that a party may have a private dining-room, if so disposed. The fifth car is half a baggage car, the other half being luxuriously furnished as a library with upholstered easy chairs. It also has a barber shop and bath-room in the rear. The cars are all united by a connecting vestibule, so contrived that the passengers may not only pass from one car to another with safety, but without annoyance from smoke or dust. Even the opening between the platforms is covered with rubber mats. The train has the appearance of one long coach.

TOPICS BEFORE THE TIME CONVENTION.

The General Time Convention, which is composed of the managers and superintendents of the various railroads throughout the country, met yesterday at the Hotel Brunswick. George W. Parker, general manager of the St. Louis, Alton and Terre Haute Railroad presided, and W. F. Allen, manager of *The Official Railroad Guide*, was secretary. Over 100 railroad officials representing sixty-nine roads were present. The convention was in session all day and occupied the greater part of the time in discussing purely technical matters relating to the most practical and efficient modes of getting trains over the roads. Some discussion was had upon the subject of a uniform plan of signalling which will be acceptable to all of the roads. The committee on the twenty-four hour clock system of notation reported that although there was considerable interest among officials upon the subject there was not a majority in favor of its practical adoption.

MISCELLANEOUS RAILWAY INTELLIGENCE.

CINCINNATI, April 13.—The stockholders of the Cincinnati, Washington and Baltimore Railroad Company held its annual meeting here to-day. The following directors were elected: Orland Smith, James D. Lemer, W. W. Peabody, J. L. Keck and Judson Harmon, of Cincinnati; W. T. McClintick, of Chillicothe; Robert Barrett, of Baltimore; E. B. Bacon, of New-York; Fred Boughton, of Chicago. The Board subsequently organized by electing Orland Smith president; E. R. Bacon, vice-president, and Charles F. Low, secretary. The report of operations showed a net increase of earnings over the previous year of $305,000, making the full net earnings of last year $547,000.

ST. PAUL, April 13.—The Burlington and Northern Railroad has been beaten out of its trade in this region by "transit." It made a ten-cent rate and expected to get its share of the business, as the nominal rate of the other roads is ten cents, but the price of transit has fluctuated so that the Burlington is getting little business, and it is understood will shortly reduce its rate to 7½ cents for flour and grain.

LITTLE ROCK, Ark., April 13.—The Memphis and Little Rock road was sold to-day and was bidden in for the Dow party, the present controllers of the road, for $72,530.

ST. PAUL, Minn., April 13.—It is learned that a confidential circular has been sent out from the Minnesota and Northwestern Railway general offices to ticket agents throughout the country regarding ticket commissions, which, among other things, says: "We have decided for this company to continue the payment of commissions to regularly authorized ticket agents, and for any business routed by this line, a voucher, properly filled out, will receive prompt attention." It is stated that other Northwestern lines have been sending out similar circulars.

SPRINGFIELD, Ill., April 13.—The Secretary of State to-day licensed the Kankakee, Mendota and Western Railroad Company to construct a railroad from Kankakee, along the north bank of the Kankakee River, to Marseilles, thence to Mendota, and west to some point on the Mississippi River, and from Kankakee east to some point on the Indiana State line. The capital is $1,000,000.

PEORIA, Ill., April 13.—The St. Louis and Chicago Railway Company to-day filed articles increasing its capital stock from $2,000,000 to $7,000,000, and also a deed of trust to the American Loan and Trust Company. The road is to connect Litchfield, Springfield, Joliet and Peoria.

PHILADELPHIA, April 13 (*Special*).—The coal carrying companies are still endeavoring to make their through rate to points beyond the Capes based upon a vessel rate for the year round of $1 25 per ton. Thus far the vessel owners have refused to accept the proposition.

The statement is made here to-day on what is regarded as good authority that capitalists identified with the Pennsylvania Railroad have united with Austin Corbin in securing control of the Jersey Central Railroad. The property is to be reorganized and worked in connection with the Reading and in harmonious relations with the Pennsylvania Railroad Company. It is also understood that the Baltimore and Ohio Railroad will be taken to New-York over the Reading and Jersey Central at a specified rate if it choses to accept it.

MR. BLAINE GAINING STRENGTH.

ST. LOUIS, April 13.—A dispatch to *The Post-Dispatch* from Fort Gibson, I. T., says: "Mr. Blaine is still improving. He was much refreshed this morning, after a good night's rest, and is gaining strength rapidly."

SAWDUST THIEVES CAUGHT.

FOUND DIRECTING NOTICES TO DUPES.

THEIR QUARTERS WERE OPPOSITE CAPTAIN KILLILEA'S STATION AND HE TOOK THEM IN.

Police Captain Killilea was informed about two weeks ago that a gang of "green-goods" swindlers had hired the entire second floor of the double flat house No. 332 West Forty-seventh-st., nearly opposite his station. The boldness of the rogues, who chose to conduct their business of cheating almost under his nose, made his blood boil with indignation, but the opportunity to catch them was too good to be lost, and he set a close watch on the house. It was his plan to wait until they had brought to their den some greenhorn from the country, who could be used as a witness against them, but he knew that it was the practice of such swindlers to change their place of business frequently, and he did not dare to delay a raid too long. There were four young men in the gang, and they were shadowed by Detectives Reilly, Lawles and Sweeney.

It was taken for granted that the rascals had scattered throughout the country the usual number of circulars, pretending to offer counterfeit money for sale, and would receive letters from ignorant dupes. The first point to settle was the method of collecting these letters. The detectives ascertained that all the letters were received for the band at cigar stores and liquor stores in Seventh and Eighth aves. and cross streets. Fearing that the swindlers would move away without giving him an opportunity to catch them in company with any of their victims, Captain Killilea invaded their rooms yesterday morning and arrested them. They were registered at the police station as Joseph Little, age twenty-six, clerk, No. 332 West Forty-seventh-st.; William J. Brown, age twenty-six, photographer, No. 227 West Forty-third-st.; George W. Leeson, age thirty-two, bartender,, No. 252 West Twenty-sixth-st., and George Plotts, age twenty-three, salesman, No. 330 West Forty-ninth-st.

Little, who was said to be the chief swindler of the lot, was the only one who would admit having a home in the flat house; but the police were confident that the others lived there with him, and that they had given fictitious addresses. They had occupied two sets of rooms in the house. The east flat was furnished in good style for housekeeping, and there were indications that the rogues had not been without female companionship in the rooms. There was little furniture in the west flat, but the rooms contained the implements and literature of the "sawdust game." When Captain Killilea and his men entered the rooms, they found the swindlers seated at a long table, busy addressing "green goods" circulars to correspondents in small towns in various parts of the United States and Canada. These circulars were in the usual wheedling form, offering counterfeit greenbacks for sale at reduced prices, and inviting the dupes to come to the city and get rich. There were also bogus extracts from newspapers, alleging that Government experts could not tell the counterfeits from genuine bank notes. These were to be mailed with the circulars.

In the rooms also were found materials which showed how the greenhorns were deceived. Six black leather satchels, all alike, were in a closet. Two of them contained bricks and brown paper. Others contained packages of "sawdust" money, each package having a genuine bank note on top and waste paper inside. There was no counterfeit money, but the police seized $2,060 in good greenbacks, which the swindlers had on hand to be counted out before the countrymen who were to be fleeced. There were hundreds of letters from dupes in distant towns. The addresses of most of them had been culled from seventeen mercantile agency books which the police seized. The rogues had a curious system of keeping track of their victims. Each correspondent's name was written in a separate small note-book. One book contained this entry:

> W. A. Black, Kennedy., Ala., wants to do business in room—will let him name hotel—has money with clerk and will let him pay at hotel.

This record showed that the rascals were dealing with a cautious man:

> Louis Gerstner, Morgan, Miss., wants to let the women know—about $260 or $300—will put his money in a bank.

Most of the dupes had been advised to go to the Rossmore Hotel, the Hotel Madison or the St. Denis Hotel upon their arrival in the city. One entry showed that a rival firm of swindlers had gobbled up a dupe.

> Robert D. Sands, Friend Post Office, Neb., came on without waiting for instructions—picked up and beat.

It was plain from the addresses on the envelopes which contained the letters from correspondents that the rogues had used assumed names. Among the addresses were the following: Charles Ashlington, cigar store, No. 932 Eighth-ave.; T. F. Spencer, No. 343 East Thirty-fourth-st.; M. R. Rubling, cigar dealer, No. 725 Seventh-ave.; M. J. James, No. 725 Seventh-ave., and P. Adams, No. 274 West Thirty-ninth-st., bakery. There were a number of addresses of liquor stores, and Captain Killilea will send them to Superintendent Murray. The Excise Board will be asked to revoke the licenses for those stores. Two opium pipes and a quantity of opium were found in the den. They indicated that there was an opium joint in the flat, but it was said that Little did all the smoking there. He is a small man, with sallow complexion and looks like an opium smoker.

The prisoners cheerfully admitted that they were in the business of swindling countrymen, but they knew that the police could not make a charge of swindling in the absence of victims who could make complaints. In the afternoon they were taken before United States Commissioner Shields on a charge of violating the postal laws. They were held in $2,500 each for examination to-day.

TO RESTRICT LIQUOR TRAFFIC IN MICHIGAN.

DETROIT, April 13 (*Special*).—Although the prohibitory amendment has been defeated, the subject of restricting the liquor traffic in Michigan is receiving a great deal of attention from members of the Legislature now in session. The vote on the prohibitory amendment has conclusively shown in what districts and cities of the State prohibition can be enforced, and those in which the attempt, in the face of public sentiment, would be hopeless. The time is deemed ripe for legislation that will stand some chance of being enforced in all parts of the State. An important conference of Republican members of the Legislature was held at Lansing last night to discuss this question. The meeting was secret, but it is said that the chief difference of opinion was on the subject of local option. A serious divergence is said to have occurred between the representatives of the cities and the rural districts. Those from the cities claimed that the adoption of the county option idea would practically inflict prohibition upon cities of a population of 10,000 or less even if they were opposed to it, since the rural voters in favor would be sufficient to overcome the opposition in the cities. The sense of the caucus was that the Committee on Liquor Traffic should prepare a bill for high license and local option wherever any county would so vote. After some discussion it was decided that drug stores wishing to sell liquor should pay the same tax as saloons. A proposition to have the new laws enforced by a State constabulary met with favor among a majority of the members present. The limit of the license was fixed as follows: For cities with 10,000 inhabitants and over, $700; for cities of 10,000, $5000; for incorporated villages, $400; for townships, $300. No discrimination is proposed between wine and beer licenses, and no brewer or liquor dealer can sign a bond. The committee will report a bill emoodying these features to the caucus on Tuesday night.

STEADY WORK IN PENNSYLVANIA ORE MINES.

READING, April 13.—For several years past the fifty or more furnaces in the Schuylkill Valley have been using immense quantities of foreign ore and ore brought from other States, thus causing the almost entire cessation of iron ore operations in this section. The Interstate Commerce bill, however, with its high freight charges, has caused many furnaces to use ore mined in Eastern Pennsylvania, and there is not a mine between here and Allentown which is not being worked to its fullest capacity. Over two thousand miners have steady work, and where they formerly received 70 cents they now get $1 10 and $1 25 per day.

SENATOR INGALLS AGAINST COERCION.

TOPEKA, April 13.—The mass-meeting to-night to protest against the Irish Coercion bill was an enthusiastic affair. The Rev. F. S. McCabe, chairman of the meeting, was introduced by Father O'Reilly and after a few direct remarks on the subject, introduced Senator Ingalls who spoke for about an hour and was applauded to the echo. Resolutions were passed denouncing Lord Salisbury's policy and ordering a cable dispatch to be sent to Parnell.

PUSHING THE WOMAN SUFFRAGE MOVEMENT.

HARRISBURG, Penn., April 13.—The Senate to-day finally passed the joint resolution proposing a woman suffrage constitutional amendment—yeas 27, nays 16. The women's gallery was crowded during the vote. They were enthusiastic also and upon the announcement that the resolution had passed arose and waved their handkerchiefs. Senator Harlan, the female suffrage champion, was warmly congratulated on his victory.

APPOINTMENTS BY GOVERNOR GREEN.

TRENTON, April 13 (*Special*).—Governor Green kept his promise made to the Monmouth County politicians who waited on him yesterday and urged the reappointment of Charles Haight, as Prosecutor of the Pleas. The Governor signed Mr. Haight's commission to-day. He also appointed Charles H. Munson lay judge of Morris County, Frank Van Cleve, Judge of the District Court in Paterson, and as trustee of the State Reform School for Boys, Patrick Farrelly, of Jersey City.

MUNCIE, INDIANA, HAS A BOOM.

MUNCIE, Ind., April 13.—Seven great gas wells are flowing here. Real estate transactions were made to-day to the value of $1,000,000. Judge Lawrence, of Ohio, ex-Controller of the United States Treasury, and other syndicates are the investors.

A SOAKING RAIN IN TEXAS.

FORT WORTH, April 13 (*Special*).—There is general rejoicing in Fort Worth to-night among all classes over the rain reports which have come in and are still coming in from all over western and northern Texas. At every point on the Fort Worth and Denver and as far beyond as Oldham County the word is that rain fell steadily for six hours. In the drouth-stricken district in some places the people assembled to-night in their churches, giving thanks for the rain. There is every indication that the rains are not yet over and while wheat is somewhat injured, all other crops will do well.

THE PANHANDLE TRAIN ROBBERIES.

FULLY HALF THE MEN ACCUSED STILL AT LARGE—THE BROTHERHOOD OF BRAKEMEN INTERESTED—THREATS AGAINST OFFICIALS.

PITTSBURG, April 13.—It is now thought that the peculations on the Panhandle Railroad have been far in excess of what has been reported by the officials and others. A car was rifled on Sunday a week ago, between this city and Dennison, not a single article of value being left behind. The contents of the car were valued at $3,500. It has been stated by parties in the American Detective Bureau's offices in this city that the stolen goods stored in the rear of Mr. Gilkinson's private office contain $100,000 worth of valuables, a part of which was obtained at the city "fences." An addition has been made to the recovered property by the goods brought back from New-Waterford, Columbiana County, Ohio, by Detective John T. Norris, who also had with him Elmer Young, one of the accused railroaders. The railroad company has already satisfied most of the claims of the consignees of the stolen property. The goods in the hands of the detectives will be sold by auction when all the cases are settled in court. The trunks will not be unpacked until the hearings are held before Alderman Gripp on Monday. John Hampton, counsel of the Pennsylvania Railroad, said to-day:

"Had the counsel and officials of the Panhandle Railroad desired to arrest all of the employes of the road who were directly or indirectly connected with the robberies, it would have been necessary to stop the operation of the road. When the case had been worked up to the point of making the arrests a selection was made from the long list of names, the supposed ringleaders being the ones against whom the charges were preferred."

Not only is the number against whom informations were made small in comparison with what it might have been, according to Mr. Hampton's statement, but as was learned through a positive statement by Alderman Gripp to-day, not more than half of those charged in the informations have been arrested. Since the first arrests Panhandle men, including many for whom warrants were out, fled in all directions. It is said that fully half of the number intended to be arrested are still at large.

John Nimmo, chief of the Brotherhood of Brakemen on the Panhandle road, called upon Alderman Gripp, before whom the warrants had been sworn out, and stated that he had been employed on the Panhandle road for the last four months. In that time he had never seen anything wrong among the employes. The brotherhood, he said, would employ counsel to defend the prisoners and if possible establish their innocence. If proofs were shown of their guilt, however, the brotherhood would assist in their conviction. It was the intention also to proceed against the company for damages if the charges against any of the men under arrest are not sustained.

The United States authorities have decided to proceed against the Panhandle plunderers for breaking into Government bonded cars. An investigation is now in progress here, and the matter will then be laid before the Department of Justice for further action.

The accomplices of the railroad thieves are resorting to threats to intimidate the Panhandle Railroad officials. Among the mail laid on Superintendent Taylor's desk this morning was a letter in a dainty envelope. It was addressed to Mr. Taylor, who opened it and found the following threatening missive from Dennison:

"Don't make any more arrests, blank you, or we will cut your blank wires, and do it as often as we please. You can't get us all, and you had better let the matter drop."

MRS. EMMONS'S STAY CUT SHORT.

SHE DEPARTS FROM THE VIADUCT HOTEL LEAVING FOURTEEN TRUNKS BEHIND.

BALTIMORE, April 13 (*Special*).—Eccentric Mrs. Emmons has been making things lively at the Viaduct Hotel on the Baltimore and Ohio Railroad, near this city, the past week. She had been virtually running the establishment. She smoked her cigarettes in the parlors, nicknamed the employes and the guests, and rode on the baggage trucks. She was asked to leave last Friday but declined. Late last night she, with her maid, arrived in Baltimore and engaged a magnificent suite of rooms at the Mt. Vernon Hotel. In an interview to-day she said between the puffs of a cigarette that until last Wednesday night she had been treated with the utmost consideration by Manager Colvin, but at that time there came a sudden change in his deportment. She was objectionable, he said, and must leave the hotel. "And yet," Mrs. Emmons continued, "there is not a porter, waiter, clerk or anybody connected with the hotel that can say that I was in the slightest degree objectionable