The Sun.

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THE FIGHT UP THE RIVER.

AFRAID OF GIVING MAYOR WICKHAM TOO MUCH POWER.

Defection in the Democratic Ranks Over the Costigan Bill—Gov. Tilden and Tammany Hall—A Bargain that will not Work—More Slips for the Union Ferry Company.

ALBANY, Feb. 19.—"Will this defection in the ranks of the Democrats extend any further?" I asked one of the prominent participants in the late struggle over the Costigan bill.

"That," he replied, "depends upon the course to be pursued by Tammany Hall hereafter. If that organization thinks it can afford to keep up the fight on Gov. Tilden, they will make a sad mistake. What would that organization have been to-day if he had not joined it when the old Ring was so corrupt that every respectable Democrat in the State repudiated it? He has made it once more passably respectable by driving some of the thieves who formerly run it out of the country, others into prison, and all of them into disgrace. The men who are now running Tammany Hall were brought to the front by Samuel J. Tilden, and if they do not behave themselves he can unmake them as easily as he made them, and he is just the man who will do it if it becomes necessary to save the party. Gov. Tilden is a reformer, and people who think that as soon as the party gains power it can fall into the old traces, and run it for personal power and pelf, will find him against them every time; and what is more, they will find every honest Democrat in the country and in the city of New York at the Governor's back."

"Do you understand that this bill is indorsed by all the leaders of Tammany?" I asked.

MAYOR WICKHAM'S WORK.

"By no means," he replied. "In fact, it was at first the sole work of Mayor Wickham, sent here without the knowledge of either the Governor, John Kelly, John Morrissey, or any one else, and it was only when its defeat in the House was put in the light of a defeat of Tammany Hall that John Kelly consented to initiate it, and he was not willing to see it passed. He positively refused, however, though urged to do so, to come to Albany and lend the weight of his personal presence and influence to pass it."

"But Mr. Morrissey was here," I replied.

"Yes, John Morrissey was here," he said, "and his advice had been taken, but the Democratic party would not be in the ridiculous and unfortunate position that it is. But the young statesmen and would-be leaders, whom Wickham had secured by promises of patronage and letters would not listen to reason until it was too late, and after it had got into such a shape that they themselves became frightened, they appealed to Morrissey to help them out. But he declined to interfere then, but I believe he will yet put his hand on that mischievous bill and wrench it to destruction. I know that John Morrissey and John Kelly that if Mayor Wickham should succeed in getting into his hands the power which this bill gives him, he would be the Boss in New York, and could snap it in pieces at his pleasure. All the patronage of the city would be under his control, and they know that the man who controls that controls the votes of enough men to elect or defeat whom he pleases, to pack conventions, and in every way manipulate the machine. And they know that Wickham is just the man to do that if he once gets the chance. I am informed that it is the intention to amend the bill before it passes, so as to clip Mr. Wickham's comb pretty effectually.

"But," I said, "the bill has now gone out of the control of the Democratic party, and if it does pass the Senate don't you think the Republican majority will prefer to pass it just as it is, knowing how distasteful it is to the Governor and how likely it will be to kick up a ruction among the 'home rulers' themselves?"

A BARGAIN MADE.

"Perhaps they will," he replied. "In fact I am told that a bargain has already been made that the requisite number of Republican Senators to pass it should be had, and that in consideration therefor Shed Shook and Jake Patterson should be put into the Police Board, and certain other Republican officials should not be disturbed. But if any bill is sent to Gov. Tilden with the stamp of such a bargain as this upon it, you can rely that he will not hesitate to veto it and give good reasons for his action. The Governor gave due notice of what he will do with the Costigan bill if it comes to him in its present shape, when he published immediately after its passage his correspondence with Mayor Wickham on the main question at issue. No, sir, neither the Governor nor the rural Democracy will have any fight with Tammany Hall, but its leaders must not think they can run the party to the devil after we have just succeeded in putting it on its feet."

The war of the Tammany braves upon the two leaders of the bolting rural Democrats is to be pretty hot while it lasts, and they openly boast that Davis's pet canal schemes shall be killed. Shattuck having no pet measures, they are determined to ruin the reputation he made as a statesman and poet in his speech against Tammany and the Ring, and it is writing that his speech was written by the Bald Eagle of Westchester and the poetry by L. Bradford Prince of Queens. I have the best of authority for saying that the speech and the poetry were both original, and Mr. Shattuck is their author.

REWARDING THE RETURNED PRODIGAL.

Among the Democrats who voted with the Governor and against Tammany Hall on the first vote up in the Costigan bill, was Mr. Schieffelin of Westchester. But he was whipped in during the night, and voted straight and loud the next day for Wickham and home rule. Mr. Schieffelin introduced early in the session a bill to repeal the Excise law passed last year for his county, and on its passage depended his future political life. It is said that it was intimated to him that unless he wheeled into line his bill and he, too, should be slaughtered, and this it was that brought him round. When the bill came up for its third reading to-day, Gen. Husted moved that it be recommitted, as a general law would soon be reported which would do away with the necessity for bills of this character. The Democrats, however, rallied around Schieffelin and passed his bill by a vote of sixty-five, just the same number they secured for Costigan's bill, and which seems to be the best they can do when party lines are drawn.

THE SUPPLY BILL INVESTIGATION.

The Senate Investigating Committee, who are charged with the duty of finding out how the item of $10,000 salary for the New Capitol Superintendent got into the Supply bill of last winter after it had been engrossed, commenced work yesterday. The first witness was Senator Wood, who swore that it was put there with the knowledge of the other members of the committees, and that the omission occurred when engrossing it, it having been in the original report of the Conference Committee. In this he was sustained by the engrossing clerk, Mr. Fanning, Hale DeKay, late Private secretary to Gov. Dix, the messenger of the committee, and Mr. Northrup, who was then a newspaper correspondent for the Syracuse *Courier*, and the first to discover the omission.

Next week Gen. Batchelier, the chairman of the Assembly Committee of Conference, and who still insists that the item was first put in without his knowledge, will be examined.

The remaining Capitol Commissioners do not propose to resign. They say that they have not done anything wrong, and don't propose to run before they are hurt. This is rather severe on Messrs Harris and Rice, who thought the rest of the commissioners would follow suit when they led.

The Fifth Avenue Pavement bill was reported to-day, Messrs. Daly and Hess making a minority report, in which they give constitutional, local and financial reasons why the bill should not become a law. Both reports were laid on the table to be printed, and will be called up for action next week.

CANALLERS, AHOY!

Col. Lansing of Brooklyn yesterday appeared before the Commerce and Navigation Committee of the Assembly, and urged them to report a bill which proposes to give the Union Ferry Company the right to acquire the slips from Pier One to Pier Four on the East River. The slips from Pier One to Pier Ten are now given up exclusively to the use of canal boats. It is claimed that they have not now sufficient accommodations. The committee will wait until they hear from the canallers before they decide what to do about it.

The Assembly to-day passed the bill to amend the Code of Procedure, which is intended to reach public officials guilty of malversation in office. This bill was recommended by the Governor in his message, and in fact is a copy of one which was introduced in the Assembly when he was a member, in 1872, but was beaten by the Republican Assembly of that year. This is the last of the series of bills which have been prepared by Gov. Tilden, Charles O'Conor, Rufus Peckham, and other reform leaders to prevent thieving by public officials. It is also claimed that under them it will be possible to recover some of the money stolen from the city of New York by the Tammany Ring.

The Senate to-day confirmed Thomas S. Dakin of Brooklyn to be Major General of the Second Division National Guard, also Edward Williams of Pelham and Rochelle Horton of Westchester to be Hell Gate pilots.

The Legislature has adjourned until next Tuesday evening.

Consultations of Liberals in Washington.

WASHINGTON, Feb. 19.—There have gathered here during the week a number of leading Liberals from New York and other States. Their consultations with Senators Fenton and Schurz are observable. The conferences do not appear to be confined exclusively to themselves, but to include quite a number of prominent gentlemen who, though not having sympathized with the Cincinnati movement, seem to be fully in accord with the opinions there announced, which they suppose to be tending to independent political action by the people.

THE MISSING CAPTAIN.

How his Wife was Fleeced by a Sharper under Pretence of Assisting Her—Spouse Number One—A Story of Marriage and Divorce.

Details of the mysterious disappearance from the United States Hotel of John W. Mantle, captain of the bark Olivia Davis, were published in THE SUN on Monday.

The same day a tall, sandy-haired young man, about 26 years old, called upon Mrs. Mantle at 297 Navy street, Brooklyn, representing himself to be a medical student. He said that about three weeks before a man answering to Capt. Mantle's description was wandering about Morrisania. His strange conduct attracted the police, who found him suffering from mental aberration, and sent him to the Ward's Island Asylum. When arrested the man seemed to be under the effects of liquor or laudanum, but was recovering. The young man described the insane man minutely, and spoke of peculiarities which were not printed. His story was so plausible that Mrs. Mantle did not doubt its authenticity. She knew that her husband, for a few days previous to his disappearance, had taken laudanum on account of sleeplessness. The young man said some money found on the man's person was sent to the Commissioners of Charity and Correction; also that Capt. Mantle needed a change of underwear. Hastily packing the necessary clothing, and accompanied by a lady friend, Mrs. Mantle went with the young man to see her missing husband. On the way up to 116th street, on a Third avenue car, noticing how nervous and weak Mrs. Mantle was, the young man wrote a prescription for her, signing the name "Harwood." He also wrote a paper authorizing Mrs. Mantle to take charge of Capt. Mantle, signing the same name.

At 116th street and Third avenue he directed the ladies to wait in a drug store, saying that it was hardly safe for them to attempt to cross the river on account of the ice; that he would go and bring the Captain over. He said there would be some necessary expenses, and taking a ten-dollar bank note and the bag of clothing from the women, he went toward East river. In the drug store the druggist filled the prescription, saying that he knew no physician named Harwood except one on the Island, but from the discription the young man was clearly not he. The ladies, after waiting two or three hours, concluded that they were swindled and went home. No one answering Captain Mantle's discription has been received in the asylum.

Mrs. Mantle, number one, from whom Capt. Mantle's friends say he procured a divorce, says that she was married to the Captain in 1859, when she was fifteen years old, and that she sailed with him on her father's vessel. In February, 1872, she procured a decree of divorce from Judge Cardozo permitting her to marry again, but prohibiting the Captain. She visited Mr. Frederick Spring, the owner of the Olivia Davis, in March, 1874, and ascertained that a despatch had just come from Singapore telling of his safe arrival there. She was not ejected from the office, nor did she represent herself as the sister of the Captain's wife.

Mr. Frederick Spring knew nothing about the mystery. Capt. Mantle did not give satisfaction and was dismissed. He was also embarrassed financially; had been fined $100 for striking a sailor on shipboard. Mr. Spring, when he heard of Mrs. Mantle's destitution, offered her a free passage to Liverpool, but she prefers to remain here and seek for her missing husband.

THE DISMANTLED HOTEL.

Bare Walls and Uncovered Floors in the Astor House.

The dismantling of the Astor House by the auctioneer and his horde of eager bidders was nearly completed yesterday afternoon. Every room excepting Nos. 11 and 12 is stripped of its furniture, and carpenters and masons are tearing down partitions and ripping up floors to render more desolate the halls and parlors which have in times past overflowed with so much hospitality. To-day a few odd lots which have once been sold, but whose purchasers have failed to claim them, will be resold, and the contents of Mr. Stetson's private room, occupied regularly by Daniel Webster in his visits to New York, will be knocked off to the highest bidder. Then the motley crowd of old furniture dealers, watchful boarding house keepers, and speculative Bowery women who have followed the auctioneer from one room to another for two weeks, will depart, the big doors will be closed, and the repairs and alterations will be made. The sales amount to $42,000, to be somewhat increased by this morning's work. This sum, which would go a very little way toward refurnishing the mammoth house, seems remarkably large to one who has watched the progress of the auction and noted what insignificant items make up the aggregate.

Yesterday the large office safe of Davidson's manufacture sold for $40, and one scarcely smaller for $28; the chandelier which hung in the office brought $14, and the marble office counter only $25. When the auctioneer led his patrons into the servants' quarters he exposed a region fouler and more forlorn than the most wretched tenement can exhibit. The rooms were long and narrow, low and dark. The walls were broken and discolored, and the most ordinary principles of cleanliness had clearly been overlooked, in the case of floors and windows. The furniture was scanty, a dozen abject bedsteads being crowded side by side, and a few chairs and a single mirror completing the luxuries; while everything looked so paltry and repulsive that when the entire contents of one room were offered for sale it took long bidding and slow bidding to reach $3.50 for the lot.

THE HURTT FRAUDS.

Tardy Justice to Major McLean but None for the Real Culprits.

WASHINGTON, Feb. 19.—Mr. Gunckel, of the Military Committee, has made a report on the case of Major N. H. McLean, who was forced out of the army in 1864 to save the reputations of a few such loyal scoundrels as Jay Cooke and Henry D. Cooke from exposure in the Hurtt frauds. Major McLean was a Democrat, and because he did his duty fearlessly in investigating those frauds, and made an honest report, in which he did not suppress any of the damaging facts which implicated the Cookes, Senator Sherman, and Gov. Dennison, he was assailed bitterly by the Cincinnati *Times* and other Republican papers in Ohio, and was accused of being a rebel sympathizer. As soon as his report was received at the War Department, and it was discovered that the trial of Hurtt by court martial would inevitably result in bringing to light the wicked machinations by which some of the shining lights of the Radical party in Washington and Ohio were enriching themselves at the expense of the Government, and in addition causing terrible sufferings among the soldiers of the Army of the Cumberland, Major McLean was ordered to Oregon and the court martial dissolved.

The recent exposure of the secret history of all this villainy by Gen. H. V. Boynton, correspondent of the Cincinnati *Gazette*, compelled the Committee on Military Affairs of the House to investigate it. The result was the report above alluded to, which does tardy justice to Maj. McLean. The committee unanimously agreed to Mr. Gunckel's report, and a bill will be reported at an early day directing the President to appoint Maj. McLean to the first vacancy of a low grade in the Adjutant-General's Department.

The Unitarian Conference.

The New York and Hudson river Conference of Unitarian and other Christian churches met at the Church of All Souls on Fourth avenue on Tuesday evening. The opening sermon was by the venerable Dr. Furness of Philadelphia, whose semi-centennial service was recently celebrated in that city. His subject was "The Life, Teachings, and influence of Christ." He had preached Christ for fifty years, and yet was a learner—he had indeed found it an exhaustless subject. He treated the divinity of Christ and the miracles very much in the light which Renan does. He looked upon the Gospels as wonderful and consistent history, but the study of the spirit and influence of Jesus was not dependent on them alone. One might as well determine the size of the cedars of Lebanon and the fig trees of California by searching the public libraries for their past history, instead of counting their rings. On Wednesday morning the Conference again assembled at a prayer meeting, followed by a business meeting of great denominational interest. A sumptuous lunch in the Sunday school hall was followed in the afternoon by an "Essay on Channing," by the Rev. Mr. Chadwick of Brooklyn. Several clergymen who had known Dr. Channing (who is the patron saint of Unitarianism) followed Mr. Chadwick in relating personal anecdotes of the great preacher. Dr. Bellows dined with him while he was such an ascetic that only one small fowl graced the board. The Rev. Mr. Holland was christened by him, and knew him familiarly in his childhood. The venerable Dr. Farris gave testimony to his wonderful personal influence, though a man of diminutive stature. A venerable matron not only remembered this great preacher in his palmy days, but also his contemporaries, Buckminster and Thatcher.

Stolen Goods Recovered.

Officer Walker, of the Delancey street police, discovered a den for the reception of stolen property at 122 Attorney street yesterday, and arrested the occupants, Adam Walter and his wife. In the den were found a part of the proceeds of a one-thousand-dollar burglary which was committed in the cutlery store of John C. Freedman at 14 Warren street in April last, and about four hundred dollars worth of clothing stolen from F. J. Agnew of 95 Duane street last Monday, besides five hundred dollars worth of watches and jewelry and a lot of clothing.

TO ADVERTISERS.—All persons who contemplate making contracts with newspapers for the insertion of advertisements should send 25c. to Geo. P. Rowell & Co., 41 Park row, N. Y., for their 192-page pamphlet, containing lists of 3,000 newspapers and estimates showing the cost of advertising.—*Adv.*

THE GREAT RAILROAD WAR.

FURTHER REDUCTION OF THROUGH FARES TO THE WEST.

President Garrett's Latest Shot—Tom Scott Strikes Another Heavy Blow—New Yorkers Left Out in the Cold—Freight Traffic.

Col. Tom Scott's latest blow at the Baltimore and Ohio Railroad was an order, or notification sent to President Hinckley, of the Philadelphia, Wilmington and Baltimore Railroad Company, decreeing that hereafter no passengers, freight, or baggage starting from the President street station, Baltimore, will be allowed to run through to New York over the rails of the Pennsylvania road. Notwithstanding that this was an attack upon a neutral party, Col. Scott adheres to his order. It is questionable, however, whether the result will be to cripple the Baltimore and Ohio, the actual object of the attack. One of their employees yesterday told a reporter of THE SUN that for a long time the Baltimore and Ohio have had to transport baggage and passengers from the Charles street station, belonging to or controlled by Col. Scott's road, to their Camden station—one and a half miles. The passengers of two of the four daily trains are thus transported, and the hardship of doubling this service will not very greatly inconvenience the management.

As a retaliatory measure, President Garrett ordered a reduction of fares from Philadelphia to Western cities; but this was followed yesterday by a similar order from Col. Scott. This gives Philadelphians a material advantage over New Yorkers, the reduction in rates on both sides having been from 20 to 40 per cent. The fare to Chicago was reduced from $20 to $12; to St. Louis, from $25 to $17; to Pittsburgh, from $10 to $8; and to Cincinnati, from $18 to $10. The following table shows the rates established by the competing parties, notification of which reached this city yesterday:

CHEAP FARES.

Chicago	$12 00	Pittsburgh	$8 00
Cincinnati	12 00	Columbus	11 00
Memphis	28 25	Wheeling	8 00
Nashville	21 45	Zanesville	10 00
Omaha	28 00	Indianapolis	13 00
St. Paul	26 00	Louisville	14 00
Kansas City	28 00	St. Louis	17 00

One of the singular inconsistencies of this schedule is the disregard it shows for the travelling public of New York. This is the more noticeable in the case of the Pennsylvania Railroad, which is said to have no intention of making a reduction in its western passenger price list. The fare from Philadelphia to Chicago by the Pennsylvania road's new schedule is $12. The same road charges $22 for a through ticket from New York to Chicago, while the Baltimore and Ohio, by its recent reduction, places the price at $10.25. In the first place, going by way of Chicago could save money by buying a ticket to Philadelphia ($3.25) and there procuring a through ticket to Chicago for $12. This would make the cost $15.25, or one dollar less than the Baltimore and Ohio rates, and nearly seven dollars less than the Pennsylvania road. A Baltimore and Ohio officer ill-naturedly remarked yesterday, when asked to explain this apparent inconsistency in Col. Scott's new schedule: "Oh I suppose he thinks he can fool New Yorkers pretty much as he pleases!"

The Pennsylvania road, not to be outdone by their opponents in the way of cheap advertisement, issued handbills announcing that they would sell through tickets to Chicago, Cincinnati, Louisville, St. Louis, and other Western cities, by way of Baltimore and Ohio and Washington, at the regular through rates. This is practically a reduction of from $1 to $3, according to the distances travelled. The bills also asserted that the Pennsylvania road was the only one that could sell tickets to Chicago via Baltimore and Washington, and warned the public to avoid an ominous transfer of two miles at Baltimore. The General Ticket Agent had received no orders up to last evening, reducing the rates of fares from this city westward.

PETTY INCONVENIENCES.

At the Baltimore and Ohio main office, 315 Broadway, the sales of tickets yesterday were greater than for six preceding days. As the road is bound to consider the tickets good until used, many merchants and commercial travellers are investing largely in the Western future use. The officers spoke lightly of Col. Scott's recent Baltimore action, and professed to believe that it would not even temporarily affect their company. One of them narrated an incident strongly illustrative of the petty annoyances to which men will descend in bitter controversies of this nature. The telegraph wire running into the Baltimore and Ohio office at 315 Broadway was controlled by a company partially managed by Col. Scott. Late in the evening, when the season of the war broke out, the telegraphic communication was severed, and thus for a time the agents were compelled to rely for instructions from headquarters upon outside lines. Yesterday a new connection was made.

The freight agent of the Pennsylvania Railroad, Mr. Gossler, reported no change in rates, and said that he did not expect any. Mr. Rose, freight agent of the Baltimore and Ohio, said that his road was receiving freight to all points, from Baltimore to Liverpool, by way of the Old Dominion line of steamers. Being questioned as to a rumor that Chesapeake Bay was blockaded by ice, he said that he had received a telegram from Baltimore assuring him that the rumor was a gross exaggeration. It was true, he said, that one of the steamers plying in the bay had been stopped by the ice, but these were small wooden boats, not fitted for that kind of navigation. The Old Dominion steamers, on the contrary, are heavy iron vessels, and will find no trouble in forcing their way through the ice.

The United States Railroad Commission met yesterday in the Windsor Hotel, but neither discussed nor took any action as to the contest between the Pennsylvania and Baltimore and Ohio Railroads. One of the commissioners said to a reporter last evening, "I don't think we shall have anything to do with this fight between Col. Scott and Mr. Garrett. It is purely a personal contest, and does not in any way come within the scope of our duties."

Reductions of Passenger Fares.

BALTIMORE, Feb. 19.—There are no new developments in the railroad war at this point to-day, except the following reductions by the Baltimore and Ohio Company in passenger fares:

From Baltimore to Kansas City reduced from $34 to $26; to Memphis, Tenn., from $34.25 to $26.25; to Nashville, Tenn., from $27.45 to $16.45; to New Orleans, from $46 to $38; to Omaha, from $35 to $26; to St. Joseph, from $34 to $26; and St. Paul, from $33 to $24. This has been met by a corresponding reduction by the Pennsylvania road. The rates for Western freight are nominal, the shippers in many cases naming the terms.

JOY IN THE LOBBY.

Tom Scott's Texas Pacific Railroad Bill Reported in the House.

WASHINGTON, Feb. 19.—The House Committee on Pacific Railroads reported Tom Scott's Texas Pacific Railroad bill to-day, and the lobby which is here working in his interest are in high spirits to-night. It is the intention of the committee to ask on Monday that the rules be suspended and a day or an evening appointed for its consideration. To do this a two-thirds vote will be required, which it is hardly probable the lobby will be able to command. It has been suggested that the bill might be tacked on to an appropriation bill, but Mr. Blaine has declared that if a motion to that effect should be made he would rule that it should go to the Committee of the Whole. Col. Scott is here and intends to remain until the bill is disposed of one way or the other.

The vote in the committee stood six against five. Those voting aye were: Messrs. Killinger of Pennsylvania, Hazelton of California, Sypher of Louisiana, Wells of Missouri, Barnum of Connecticut, and Standiford of Kentucky, the first three being Republicans, and the last three Democrats. The nays were: Messrs. Sawyer of Wisconsin, Williams of Michigan, Corwin of Illinois, McDill of Indiana, and Neal of Ohio, the last named being a Democrat, and the other four Republicans. Mr. Creamer of New York (Dem.) was absent, but is known to favor the bill.

The District Ring's Last Resort.

WASHINGTON, Feb. 19.—The District Ring's last hope to get through a measure to enable them to vindicate Boss Shepherd with the aid of negro votes is to tack an amendment providing for the election of delegates to the bill now before the House authorizing the tax levy for the next fiscal year. The District Committee, it is understood, has agreed to report this amendment, and it has been kept quiet that it might be springing upon the House when the opponents of the Ring were not expecting such a move, and thus slip through. If this trick is attempted after it has been exposed, the Democrats will certainly defeat the passage of the bill.

The Snow Blockade Raised.

WATERTOWN, N. Y., Feb. 19.—The snow blockade has been raised, and the first train for nine days arrived from Rome to-day over the Rome, Watertown and Ogensburg Railroad. The rolling stock of the road has suffered severely, eleven engines having been disabled, and some of them seriously damaged. One large snow plough has been completely wrecked and others badly injured.

A Juror in the Chain Gang.

MONTGOMERY, Ala., Feb. 19.—Edward Smith, a negro, on the jury of the City Court, was put on the city chain gang to-day for one hundred days, for stealing hogs the night before last. His place on the jury is vacant.

CIVIL SERVICE REFORM.

The Kind Practiced by Radical Leaders—A Few More Poor Clerks to be Discharged and the Salaries of Others Increased.

WASHINGTON, Feb. 19.—The cause of civil service reform, it has been said, will be advanced by the passage of the Kellogg bill providing for a reorganization of the Treasury Department. It has also been claimed that this so-called reorganization would save the Government $500,000 annually. All of this is wrong. The Kellogg bill will in no sense of the word effect a reorganization of the Treasury Department. It is a misnomer. It ought to be called a bill to dismiss first and second class clerks and to increase the pay of Auditors and chiefs of divisions. The same crude and antediluvian system of accounting and examination is to be retained under the Kellogg bill, and the only saving effected by it is gained by dismissing a few low-priced clerks and poor women who will suffer grievously thereby. It is another great measure of reform and retrenchment devised by radical statesmen to stop a trifling leak through the spigot while millions are flowing out through the bung-hole. Last year the Chairman of the Committee on Appropriations made a great parade of the severe economy of the party because some thirty or forty clerks were legislated out of office by the Sundry civil bill, and now this great measure of relief for an overburdened people is initiated by the Committee on Civil Service Reform, and about fifty more poor men and women are to be deprived of their bread and butter. The total amount saved by this legislation will not exceed $50,000. Yet this is reorganizing the Treasury Department and reforming the Civil Service.

TWO EXCITING TROTS.

A Collision, and a Rider's Narrow Escape in the Hippodrome.

The novelty of trotting at Barnum's Hippodrome continues to meet with the approval of the public, as the spacious building was packed last night with excited spectators. Mr. Daniel Mace and Mr. Dan Walton, the managers, received much praise for their admirable selection of trotters. The first race of the evening was for a purse of $250, free to all, mile and repeat. Six entries were made, viz: Mr. Mace's b. m. Helen, Dan Mace's b. g. Pilot, Charles Davidson's b. g. Topgallant, Alonzo Nodine's b. g. Lyman, E. Goff's ch. g. Dan Miller, and Ben Mace's s. m. Lady M. The latter had the call in the pool sales at $100 to $50, and Pilot was second on even terms. Lyman took the lead, and kept it, crossing under the wire a winner by three lengths in 2:47, with Mary M. second, Pilot third, Dan Miller fourth, Topgallant fifth. The second heat was an exciting one from the word go. Much feeling prevailed there, as Mace is a resident of the city. In the first heat Pilot was driving to Philadelphia ($3.25), and there procuring a through ticket to Chicago for $12. This would make the cost $15.25, or one dollar less than the Baltimore and Ohio rates, and nearly seven dollars less than the Pennsylvania road. A Baltimore and Ohio officer ill-naturedly remarked yesterday, when asked to explain this apparent inconsistency in Col. Scott's new schedule: "Oh I suppose he thinks he can fool New Yorkers pretty much as he pleases!"

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Reductions of Passenger Fares.

BALTIMORE, Feb. 19.—There are no new developments in the railroad war at this point to-day, except the following reductions by the Baltimore and Ohio Company in passenger fares:

From Baltimore to Kansas City reduced from $34 to $26; to Memphis, Tenn., from $34.25 to $26.25; to Nashville, Tenn., from $27.45 to $16.45; to New Orleans, from $46 to $38; to Omaha, from $35 to $26; to St. Joseph, from $34 to $26; and St. Paul, from $33 to $24. This has been met by a corresponding reduction by the Pennsylvania road. The rates for Western freight are nominal, the shippers in many cases naming the terms.

JOY IN THE LOBBY.

Tom Scott's Texas Pacific Railroad Bill Reported in the House.

WASHINGTON, Feb. 19.—The House Committee on Pacific Railroads reported Tom Scott's Texas Pacific Railroad bill to-day, and the lobby which is here working in his interest are in high spirits to-night. It is the intention of the committee to ask on Monday that the rules be suspended and a day or an evening appointed for its consideration. To do this a two-thirds vote will be required, which it is hardly probable the lobby will be able to command. It has been suggested that the bill might be tacked on to an appropriation bill, but Mr. Blaine has declared that if a motion to that effect should be made he would rule that it should go to the Committee of the Whole. Col. Scott is here and intends to remain until the bill is disposed of one way or the other.

The vote in the committee stood six against five. Those voting aye were: Messrs. Killinger of Pennsylvania, Hazelton of California, Sypher of Louisiana, Wells of Missouri, Barnum of Connecticut, and Standiford of Kentucky, the first three being Republicans, and the last three Democrats. The nays were: Messrs. Sawyer of Wisconsin, Williams of Michigan, Corwin of Illinois, McDill of Indiana, and Neal of Ohio, the last named being a Democrat, and the other four Republicans. Mr. Creamer of New York (Dem.) was absent, but is known to favor the bill.

The District Ring's Last Resort.

WASHINGTON, Feb. 19.—The District Ring's last hope to get through a measure to enable them to vindicate Boss Shepherd with the aid of negro votes is to tack an amendment providing for the election of delegates to the bill now before the House authorizing the tax levy for the next fiscal year. The District Committee, it is understood, has agreed to report this amendment, and it has been kept quiet that it might be springing upon the House when the opponents of the Ring were not expecting such a move, and thus slip through. If this trick is attempted after it has been exposed, the Democrats will certainly defeat the passage of the bill.

The Snow Blockade Raised.

WATERTOWN, N. Y., Feb. 19.—The snow blockade has been raised, and the first train for nine days arrived from Rome to-day over the Rome, Watertown and Ogensburg Railroad. The rolling stock of the road has suffered severely, eleven engines having been disabled, and some of them seriously damaged. One large snow plough has been completely wrecked and others badly injured.

A Juror in the Chain Gang.

MONTGOMERY, Ala., Feb. 19.—Edward Smith, a negro, on the jury of the City Court, was put on the city chain gang to-day for one hundred days, for stealing hogs the night before last. His place on the jury is vacant.

MR. BEECHER'S BEST HUMOR

AN OLD-TIME SCENE IN PLYMOUTH CHURCH LECTURE ROOM.

Cheerful Talk about Prayer and the Value of Faithful Friends—After all there is no Friendship Like that of God's.

Mr. Beecher partly qualified his assertion that he is the happiest man in the nation, last night, by a jovial, rollicking talk to his people, full of fun and mimicry, albeit that there was in some sentences a manifest undercurrent of sorrow and melancholy feeling. While the congregation sang

"Our pathway oft is filled with tears,
Our skies with clouds o'er cast,"

to the solemn tune of "Cross and Crown," Mr. Beecher interjected now and then a line of bass, but most of the time he sat still and thought.

Most of the lecture talk was about prayer and the readiness of God to answer it. The very look of Mr. Beecher seemed to promise one of his uproarious talks, and he had the respectful attention of eleven hundred persons. In a far corner of the side gallery were Mrs. Putnam, Mr. and Mrs. Phelps, who are Mrs. Tilton's companions daily in the court room, and subpœnaed witnesses for the defence. Horace B. Claflin leaned against a pillar, Wallace Caldwell stood against the wall, and Henry Cleaveland sat in a corner near the pulpit. The Rev. Mr. Halliday sat in a group of reporters, and emphasized the pastor's remarks in Halliday's peculiar way.

After Mr. Beecher had said that we probably have no absolutely correct report of the Sermon on the Mount, as the four apostles in all did not give every thing that our Saviour said, he seemed to be tired of this part of his talk, and thinking a moment said: "I think there is an unconscious conspiracy in the world to take away our God." [Laughter.] As he uttered the word "conspiracy," which is said to mean something in Plymouth Church, assistant pastor Halliday gave the reporter an unmerciful punch under his arm to emphasize it. "One of the ways," Mr. Beecher continued, "is to destroy the efficacy and unreasonableness of prayer, to teach that there is a God, but that he is unknowable, unattainable, and that the breath of prayer has no more effect on him than the curl of the morning smoke out of the chimney has on the burning of the globe. It destroys all our joy, it makes our Bible, our New Testament down to the very keel. The first step to destroy in us the faith in prayer is to destroy our faith in God."

A GOOD THING TO HAVE.

Mr. Beecher quoted from one of the apostles the illustration given of one man who went to his neighbor and asked for bread, because he had a hungry guest, and the neighbor, who was in bed with his children, said he could not get up, but at length did get up, not because he was his friend, but because of the importunity. Mr. Beecher quaintly mimicked the gruff neighbor. "A friend is a good thing to have when you are hungry," said the pastor, and then the Rev. Mr. Halliday gave the reporter another vigorous punch. "And," continued the pastor, "if you go to him and tell him you have a hungry friend, and he won't stir out of his bed, you say what a cross fellow, because he is self indulgent and sleepy, and will not get up. But importunity makes him generous, and he says he won't get any sleep at all if you don't get the bread, and he gets up, but from the lowest instinct, and the slowest instinct to move."

Then Mr. Beecher took up a sort of ladder with his words, and presented the readiness with which the neighbor would have helped the man, if it had been from sympathy or benevolence, and still more how much would God have helped him. "Shall he give, what will love do, and what will the all full, all emptying heart of God do for those who love him." Mr. Beecher elaborated this thought—man acting selfishly, God acting from love, his life flowing out to be the life of the universe. "Oh, 'said Mr. Beecher, 'it is God we have to go with.' Then he paused a while. In the sudden waking in the night, with the globe of darkness all about you, as if you were to be smothered by it, who is there to go to but to God. There are many things which the human heart can tell to no one but God, and into that holy of holies, the inmost chamber of the soul, no one can enter but Him. In the days that are dark, and the sorrows that are bitter, and the disappointments that are many, God is our golden gate, our refuge and our shield." There was a long pause, broken by these words, and Mr. Beecher said slowly and meditatively, as if he meant every word of it: "If God be for us, who can be against us," and then letting his head lower toward his breast he added, "Amen."

THE LORD'S CHASTISEMENTS.

After the hymn Mr. Beecher made a long, rich, and tender prayer. One petition was: "O, Lord, teach us to fly heavenward, too high from the world to be reached, too high to be harmed. O, for the soul-rest—that resting in the bosom of God. In every age Thou hast had Thy servants in the furnace, in the dungeons, in the wilderness, and yet Thou hast kept them, and they are with Thee. The world could not hurt them, the prison cord could not bind them, and they are with Thee even now. How near we are to the pleasure ground of the universe. Why should we discuss the question of walk and honored paupers, when we are our Father's? Give us the peace that the world cannot take away. Glorify Thyself in us—in our faith and trust, in honor and dishonor. Grant peace to all those who are laboring with vulgar cares and sordid burdens."

THE OLD WORLD'S NEWS.

A Match Factory Burned in Gottenburg and Fifty-One Lives Lost.

STOCKHOLM, Feb. 19.—A match factory in Gottenburg, crowded with work people, took fire to-day. The flames spread with such rapidity that the employees in the upper story were cut off from escape, and many perished in the flames or were killed by jumping from the windows. Fifty-one lives are reported to have been lost.

Prince Bismarck's Retirement.

BERLIN, Feb. 19.—The possibility of Prince Bismarck's retirement is still discussed. It is probable that the Prince will obtain partial relief from his onerous duties by the appointment of Prince Hohenlohe.

MILLIONS IN IT.

The Plan of Settlement with the Pacific Railroads Approved.

WASHINGTON, Feb. 19.—The Cabinet to-day considered the proposition of the Union Pacific Railroad Company. The proposition has been amended so as to make the sinking fund commence in 1879, applying to it the amount now due the company from the Government; then the company beginning in 1875 to pay $500,000 per year in semi-annual payments for ten years; after this $750,000 semi-annually for ten years; then $1,000,000 per year until the aggregate sums meet the bonded debt and