DEMANDS OF WORKINGMEN.

MISSOURI PACIFIC TRIES IN VAIN TO SEND OUT FREIGHT TRAINS.

The Engineers Quit Work when Requested by the Knights—Very Few Men Answer the Railroad Call for Help—Texas Pacific Trains Running Again—Most of the Coal Miners United in Demanding More Wages—A Victory for the Street Car Men.

ST. LOUIS, March 13.—Everybody was anxious to know to-day what the engineers will do. The engineers and firemen held a conference last night which lasted for several hours. The situation was canvassed thoroughly, and it was almost unanimously agreed to await the arrival of Chief Engineer Arthur before making an open declaration, but in the mean time to give all the aid and comfort possible to the Knights of Labor.

At the Ewing avenue crossing of the Missouri Pacific, a central point for strike developments, THE SUN correspondent stood this morning among a group of strikers who were discussing the action of the engineers. It was learned that a set of resolutions has been drawn expressing a desire on the part of the signers to go out with the Knights. These will be presented to Chief Arthur. The engineers cite as a sufficient grievance the running of the engines by the police and non-union men. Besides these resolutions the men will personally present their wishes to Arthur, and there is no doubt that the engineers and firemen will officially join the men. Until Arthur's decision is had the engineers will continue their passive acquiescence to the demands of the Knights, and will not run their engines when requested by the Knights not to do so. While this information was being given, Engine 255, manned by Engineer Tom Casey and Fireman Jack Benner, was backing down from the shops. The engine passed over the crossing, and when about twenty feet east, five or six of the Knights made the usual demand on the crew to take their engine back to the shops. The engine stopped and the fireman jumped off. The engineer refused to proceed in either direction without a fireman, and Benner then got on the engine and said:

"I will help you take her back to the shops."

The engine was then run back. Some thirty minutes later another attempt was made to run the same engine with a new crew. On this occasion it went through without opposition. "Why is that?" asked the reporter. "Well, said the Knight, "there is no use doing it all here. We gain time by letting them go down and come back, and so distribute the excitement. This is our policy. But you can safely wager that she will be taken out," and sure enough before the conversation was over the engine came back without any cars attached. Both engines were to be used to pull a freight train.

This was the extent of the efforts made to run freight trains to-day. Passenger travel is not interfered with except as to local accommodation trains. The through trains not interrupted. The mail trains are running on the Missouri Pacific, and accommodation trains as well as through trains on all the other roads. Only two extra policemen were at the Union depot this morning, but there were a number on hand at the four courts within easy reach in case they were needed.

It was the intention of the officials of the Missouri Pacific to run out their Pleasant Hill accommodation train at 7:05 o'clock this morning, but they could get no one to bring down the locomotive, and the idea had to be abandoned. The train was all made up ready to leave, and there were a number of passengers on board. A switch engine was hitched to the train, and it was pulled over to a side track. The passengers walked back to the depot.

Besides the failure to move trains, the most interesting features of the developments was the futile effort made to resume work in the shops of the Missouri Pacific. The Superintendent's advertisement calling for men to take vacant positions was poorly responded to. Fires, however, were kindled, and from the volumes of smoke belching from the smoke stacks, it looked to those outside as though everything was in full blast. At noon the bell rang to quit work. At 1 o'clock it rang again to resume. A reporter sought permission to go through the works in order that the public might be informed that the city police had found to do the work. Permission was refused. One of the strikers, whose personal friendship for the superintendents is noted, had left his chest of tools in the shop when he struck. He went through the blockade of detectives under the escort of a policeman with the ostensible purpose of recovering his kit.

When he returned he reported to his comrades that the total number of men housed in the shop and out on police duty was four. None of them were working except to keep steam in the engine, so that, as Col. Sellers says, "the appearance of labor" might be maintained.

Master Mechanic Bartlett rang the bell vigorously, but it was simply a piece of bluff. This news caused the greatest merriment among the men outside.

Col. Hoxie, the general manager of the Missouri Pacific, denies that the line has made any overtures to the Knights of Labor for a settlement of the trouble.

The House of the Municipal Assembly has passed a resolution that the interests of the city demand that the Missouri Pacific Railroad make overtures to the striking employees looking to the settlement of the strike and the resumption of business.

The attorneys of the Missouri Pacific Railway this afternoon applied to Judge Horner for a temporary injunction to restrain J. J. McGarry and M. H. Palmer, H. H. Nolan, and other strikers from going on the premises of the plaintiff and interfering with their property. The injunction was granted.

KANSAS CITY, Mayeh 13.—The railroad company was compelled to abandon the attempt to send a freight train west yesterday afternoon. The locomotive was in the round house with steam up, ready to start, when the strikers attempted to seize it and pull the fire. Sheriff Benting and W. C. Bailey, a guard, commanded them to desist, and in the excitement Bailey drew a pistol, and a stormy scene ensued. Quiet was restored and the strikers withdrew, but the company abandoned further attempts to move a train for the day. Bailey was arrested upon a charge of assault and battery.

FORT WORTH, March 13.—The fact that the Texas and Pacific road has reopened business along the entire line from New Orleans to El Paso, and that Gov. Brown has won the fight so far, is very unsatisfactory to the strikers, and they will now try another method of crippling the company. Knights of Labor all over the country, but chiefly in the East, are now raising a fund, which is said to be upward of $1 per capita. This fund is to be sent to Texas and Louisiana, and is to be used by a committee of twelve trusted Knights in buying off the men who have gone to work in place of the strikers. This committee will use persuasion with the men at work, will pay them a certain sum of money, and initiate them into the order. As soon as the men are Knights they will receive a certificate that they were working for Gould, but left at the request of strikers and joined the order. This certificate will also commend them to the Master Workmen of assemblies in all parts of the country, and will urge upon these Master Workmen that they find the bearer work. As soon as the men leave the employ of the Texas and Pacific they will be sent to Eastern points. The Knights say the road will be crippled, and, with no trains running, their chances of success become far brighter.

PARSONS, Kan., March 13.—The first skirmish of the strike was had to-day when the company tried to run out a freight train. It resulted in a victory for the strikers. The train was run from Dakoma through the territory in charge of United States Marshal, and when it reached the Kansas line was turned over to Sheriff Woodford. The train reached Parsons at 10 o'clock this morning. The strikers had patrols, and when the train came to a halt for the railroad crossing the engine was uncoupled from the train, the fire pulled, and the engine scarcely had enough steam to pull into the round house. Superintendent Golden had an engine ready to take a train out. As the engine rolled out of the round house, the pure switch engine was run down on the main track in such a way as to impede its progress, and the freight engine was surrounded by so many men that it had to stop. The switch engine was run up to the freight engine, which was soon pushed back to the round house.

STRIKE GENERAL IN THE BITUMINOUS REGION.

HUNTINGDON, Pa., March 13.—The long-delayed decision of the Houtzdale, Osceola, and Pot Bleasant miners was given to-day almost unanimously in favor of the strike, preferring their former action to submit to arbitration. The Executive Board of the National Federation of Miners and Mine Laborers met yesterday at Houtzdale, and this morning the miners of that sub-district met to ballot. It was they who prevented a strike on Tuesday last, giving them 15 votes for the strike and 1,089 for arbitration. Now they give two votes only against a strike, changing the result of the vote in the Clearfield region, to which they belong. This action has greatly encouraged the strikers at Irwin, Broad Top, Meyersdale, Garret, Foshoktas, Elk Garden, George's Creek, and all other sub districts in Federation No. 3, embracing the entire eastern bituminous coal fields. There is no longer any indecision or hesitation, and all the men in the federation are now practically one. There are exceptions of minor importance, as the men of the Kemble Coal Company at Riddlesburg, in the Broad Top Region, where work was resumed only two weeks ago after a suspension of nearly eighteen months, but the strikers are using every argument to induce the Riddlesburg men to join them, and by the first of next week they may be out also. The Rock Hill Coal and Iron Company's men at Sabertoddle are greatly elated that the strike has become general, and attribute it to their own prompt and determined action at the beginning. Had they shown any weakness the demand for an advance for mining would not have been followed up with the present spirit. The Robertsdale men have been showing a somewhat vindictive feeling toward the company. They have been idle a week, have been discussing the wrongs they think they have suffered at the hands of their employers, and the latter have been obliged to threaten very decisive action if the men do not return to work. It would require but a word from some reckless leader to cause great trouble, and the danger will become greater as a solution of the difficulty is delayed.

STREET CAR STRIKES.

CINCINNATI, March 13.—The street railroad strike is ended. The Walnut Hills lines accepted $1.85 a day of twelve hours, and sent out their cars at about 2 P. M. The employees of the Consolidated Company had a less harmonious meeting. They began their session at 2 o'clock, and were about equally divided between the two propositions made by President Kilgour—$1.85 all around, or $2 for conductors and $1.75 for drivers. It required considerable time to come to a decision, but they settled upon the last-named proposition, and at 6 o'clock the cars were ordered out and the men resumed work. The strike has been entirely harmonious and is the briefest one on record.

BOSTON, March 13.—More than 300 drivers, conductors, and other employees of the Cambridge and Charles River Horse Railroads joined the Somerville branch of the Knights of Labor between midnight and 3 o'clock this morning. They mean to demand $2 a day for conductors and drivers, and a reasonable increase in stable men's pay.

ST. LOUIS, March 13.—Recently the management of the Broadway and Cass avenue street car lines advanced the wages of their employees to $2 for twelve hours' work. This action caused dissatisfaction among the employees of other lines, and yesterday delegations of their numbers made the circuit of the city, notifying their fellow laborers to assemble on Sunday evening, to consider the propriety of a strike for an increase of wages.

KNIGHTS OF LABOR NOT IN POLITICS.

DECATUR, Ill., March 13.—The erroneous impression has gone out that the new United Labor party of America, which had its birth in Decatur March 6, was organized by the members of a Knights of Labor assembly of this city. It was formed under the auspices of the Decatur Workingmen's Club, which is entirely separate from the Knights of Labor. The new party proposes to complete and extend the organization in this and other States, nominating county and State tickets, besides putting up a candidate for President in 1888.

SETTLING THE BEVERLY STRIKE.

BOSTON, March 13.—The Beverly labor troubles are now in a fair way to be settled in two or three days. The manufacturers have decided to recognize the Municipal Board of the Knights of Labor, and negotiations will be begun with them in a short time. The manufacturers asked for a new Board, which the assemblies could not concede, as the members are elected for a stated term. They found, however, that the Knights were ready to do all in their power that was fair and reasonable to bring about a settlement, and therefore concluded to treat with them. A communication was therefore sent to the Municipal Board asking that a meeting be held, and that the committees should constitute a board of arbitration. Rules to guide their conferences were adopted. The matter of rules to govern the settlement of differences was next considered. Some differences of opinion were manifested at the start, but an agreement is sure to be reached sooner or later. The rules proposed are those similar to those in Brockton and Lynn. There will not be much business this month or next, even if work is resumed. The shoe shipments from the town the past week have been only 260 cases.

OTHER LABOR MOVEMENTS.

BRUNSWICK, March 13.—The Cabot Company's cotton mill closed its doors last night on account of a strike, throwing 700 hands out of employment.

CHICAGO, March 13.—A meeting was held in a west-side hall last night to explain the cause of the McCormick lockout. It became evident that the Socialists were present in such numbers as to control the meeting. Anarchist Fielding got the platform, and for an hour advocated the most incendiary measures. He advised the 3000 people present to no longer pay any attention to law and order, but to take forcible possession of the McCormick factory. Several other speakers made similar addresses, in English and German. After violent confusion George Rodgers of the Executive Committee of the Knights of Labor was allowed to explain the causes of the recent lock-out. He denounced the anarchist speeches, and said no honest workingman should pay heed to such rant. The Knights of Labor, when they had a just complaint, needed no such assistance to adjust their difficulties.

PITTSBURGH, March 13.—The coke trade is good, and the region has about settled down to active work. The demand for coke is active, but shippers are experiencing some trouble in getting cars. The railroad strike in the West is detaining cars and aggravating this difficulty. The Baltimore and Ohio have already ceased to take coke consigned to St. Louis and adjacent points.

AUBURN, March 13.—Nye & Walt, carpet manufacturers, have announced a voluntary advance of ten per cent. in wages, to take effect on April 1.

PHILADELPHIA, March 13.—The Typographical Union of this city is authority for the denial of the statement that the Philadelphia *Sporting Life* is being boycotted by the Knights of Labor and printers' unions. The *Sporting Life* has become a union paper, employs none but union hands, and pays union prices.

SHAMOKIN, Pa., March 13.—The coal trade in the Shamokin region is in a deplorable condition, and both operators and miners are discouraged. Yesterday the Bellmore colliery shut down indefinitely on account of a scarcity of paying veins. Three hundred hands are thus added to the long list of unemployed.

In Northumberland county experienced miners worked last month for $16, and owing to the scarcity of cars they will make less for March. A mass meeting of the Seventeenth district of the Miners' and Laborers' Amalgamated Association of America will be held next night to consider the best way of benefiting the trade. Arrangements have been completed for an immense labor demonstration at Mount Carmel. In conjunction with the Knights of Labor the miners expect to make a display to fitly represent the growth of the two unions in the coal region.

WILLIAMSTOWN, Pa., March 13.—The Summit Branch Coal Company's colliery men are still on a strike, with little probability of an early settlement being effected. The mine is one of the largest in the State, over 1,000 hands being employed. The operations two years ago cleared a quarter of a million for the operators, and last year $175,000.

The decrease in the company's earnings led to the 10 per cent. reduction which has brought about the strike. The miners deny that the company has offered to compromise by conceding 7 per cent. advance.

READING, March 13.—All the cigarmakers of this county are going into the union. In this city manufacturers have requested their employees to join the Cigarmakers' Union because they have been unable to sell their goods unless put into the market as union-made. At Boyerstown, where there are several large factories, ninety-seven cigarmakers joined the union last night.

JAMESTOWN, March 13.—Broadhead & Sons did not think seriously of the strike of 150 girls in the weave room of their worsted mills last night, but to-day, when the latter refused to go to work on the old terms and this afternoon in a meeting in Firemen's Hall resolved to stay out until their demands were granted, the firm became convinced that the girls meant business. The latter want a raise of about 10 per cent. in their wages. The firm has notified its agents to take orders for goods subject to the result of the strike. This is Jamestown's first serious labor difficulty, and, as both sides are firm, it promises to be a protracted struggle.

THE KNIGHTS GROWING TOO FAST.

CHICAGO, March 13.—The State Executive Board of the Knights of Labor to-day issued an order that no more assemblies shall be organized in this State during the next forty days. "Our reason for issuing this order," said Robt. Bennett, State Master Workman, is that the order is growing too fast, and we are afraid that people may be induced to join it without fully understanding all our objects. We want only intelligent men, and we could not have any others and succeed in the work we want to accomplish. Outside of Chicago we are building up unusually intelligent assemblies, and we draw our membership from all ranks—farmers, laborers, merchants, and professional men. During the forty days we will examine the order thoroughly, and will then be ready for organizing work again.

LOUISVILLE, March 13.—The freight brakemen on the Chesapeake and Ohio and Southwestern road struck for an advance to-day. Several of them were arrested at Paducah while trying to stop trains. They were released, and trains are running with new crews.

KANSAS CITY, March 13.—The difficulties with the switchmen of the various lines here were adjusted this afternoon, and a threatened strike averted. Day men will hereafter receive $2.25 and night men $2.35; foremen, $75 per month.

HE WON'T MAKE OVERTURES TO HIS PEOPLE.

The 600 employees of the Elizabethport Steam Carriage Works, who struck on Friday, formed an association at their meeting on Friday night, with Joseph Anderson for President. The strikers were counselled to avoid drinking and to refrain from violence. Annie Cobb, a bright and pretty rope maker, made a speech, declaring that the girls were all underpaid. A mass meeting held last night, which lasted all day yesterday, and resolved not to sign the agreement that President Fulton had tried to force upon them.

The demands which the strikers have decided to make are, for the laborers, $1.50 a day instead of $1.25; for the coilers, all little girls, 75 cents a day instead of $2, and for the mechanics an advance of 10 per cent. President Fulton thinks the trouble was brought about by a committee of the Knights of Labor who came on from Chicago with a view to put obstructions in the way of the McCormack Reaper Company, with whom the Knights are fighting. Mr. Fulton makes no secret of his opinion that the Knights of Labor organized his employees simply to get them out of the shop. He said that a committee who called on him yesterday were not his employees and for that reason he refused to have anything to do with them.

"I do not propose to make overtures to my people," he said. "I will simply wait until they are ready to come back. If they don't come within a week I shall transfer my orders to other factories who are willing to take them and to deliver the goods to me. I will not try to start up with new hands."

A large number of Italian laborers employed by the Baltimore and Ohio Railroad Company struck this morning for higher wages. They threw away their tools and persuaded all the carters to cease work. Their places will probably be filled by other laborers.

225 MEN DISCHARGED IN BROOKLYN.

On Friday and yesterday 225 of the 700 employees in the Worthington Hydraulic Works in Van Brunt street, Brooklyn, were discharged. It has been reported to the Empire Protective Association of the Knights of Labor that the men were discharged because they belonged to labor unions and had begun an agitation for more wages. The Executive Committee of the association will make an investigation, and work will be begun on the works if the facts are as they are represented to be. Superintendent Barr of the works said that the dullness in business necessitated the discharge of about 40 per cent. of the employees, and that there was no objection whatever to the men because of their connection with the Knights of Labor. The discharged men would be taken back just as soon as there was work for them.

MESSENGER BOYS STRIKE.

The thirty-four messenger boys employed by the Brooklyn District Telegraph Company have been working for $17 a month during eleven or more hours a day, and have been obliged to provide their own uniforms. On Friday night the word was passed that the time had come to strike for their rights, and yesterday morning only two of them went to work. A committee was appointed to demand of Superintendent Darragh $4.50 a week for ten hours work. Mr. Darragh refused to negotiate on such a basis, and soon he had two policemen at the office to protect the boys who went from this city to take the place of the strikers. In the afternoon nearly all the boys expressed their willingness to return to work at the old rate. Almost all of them were taken back.

MESSENGER BOYS ON STRIKE.

Picketing a Broadway Office and Punching the Boys who Worked.

Thirty-five messenger boys employed by the American District Telegraph Company, at office 854 Broadway, went out on strike at 8 o'clock yesterday morning, because they don't like their day manager, C. J. Donovan. They say that he is too severe; calls them liars and thieves before nice people without any cause, and docks their pay for trifling offences.

The one boy who remained behind, when he came out with a message, had his eye blackened at Thirteenth street. Several detailed boys from the down-town officers, who supplied the places of the strikers, met with similar mishaps. A little boy belonging to No. 19 got a very bad thrashing.

The strikers remained in the neighborhood of the office all day. At 7½ P. M., when Donovan, the cause of their grievance, came out to go home, twenty of the boys were in position from the Young Chain Gang of Sixteenth street, near the East River, who had volunteered to help, walked up to him with fire flashing from their eyes. Donovan was guarded by the company's detectives, Boges and McGinness. The officers put him safely aboard a Broadway car.

A few of the strikers hung around the premises all the evening. Some poorly clad boys, who had heard of the strike, dropped around and looked eagerly in at the window as if they would like to get a job. But each was easily scared away by a regular going up to him and saying:

"Young feller, don't go in there, or I'll give you a tiff in der ear."

Some of the boys went to the company's head office at 8 Day street, and asked Superintendent Sanford to put Night Manager William Philips back on the job.

Mr. Sanford said last night that he had discharged six or seven ringleaders of the disturbances, and that the others who went out under their influence, but were good boys, would be back at work on Monday. He said that Donovan would not be removed.

A FLOOD OF BLAZING OIL.

Breaks in the Seaboard Pipe Line—Acres of Farm Lands Overflowed.

MIDDLETOWN, N. Y., March 13.—For three days and nights the novel spectacle of huge bonfires of petroleum has been witnessed by the people in and around Unionville, this county, and the atmosphere has been filled with black smoke and clouds of penetrating, sticky oil soot, which has settled everywhere and covered the country with a coating of greasy black. The stench arising from the burning oil is most offensive, and the temperature at Unionville has been at summer heat. The cause of all this was two serious breaks in the Natural Transit Company's seaboard oil pipe line, the first that have occurred for many months, and the most disastrous of any in the history of the line.

The breaks occurred within twenty-four hours of each other, on the summit of a hill half a mile from Unionville. They were caused by the giving way of a section of pipe that had become defective under the pressure of stress brought to bear on them by the pumping machinery in forcing the petroleum through the pipes over the Shawangunk Highlands, west of this village. Impeded by such forces, the oil spouted from the fractured pipes more than fifty feet in the air, in huge streams, with a roar not unlike that made by the rushing of a gushing well in the native field of oildom. The escaping oil, following the depressions in the surface of the ground, and with a momentum given by the steep slope of the hill, rushed down and overflowed acres of farm lands, and invaded door yards and gardens in the suburbs of the village. In some yards obstructions backed it up to a depth of nearly two feet. The soil was deeply saturated with the penetrating stuff, and well springs and creeks polluted by its taint.

The Pipe Line Company's section boss lost no time in putting a large extra force of men at work repairing the breaks as they occurred, and taking measures to protect in the narrowest limit the damages threatened by the oily flood. He caused the current to be dammed at favorable points, thus collecting the oil in reservoirs. As the easiest method of getting rid of it he set fire to the reservoirs. Such was the quantity of oil thus collected that the flames could be repaired and the flow stopped that the flames have been roaring on the farms of Unionville ever since. The rustic population has flocked to the spot from miles around to stare at the strange sight, and before the flames prevented the work hundreds of barrels of crude oil were scooped up and carried away in vessels of all kinds by the thrifty natives, although what use they can make of it has not been made apparent. The people whose property has suffered injury composedly await the outcome, knowing that the company has a reputable character for settling promptly and equitably all claims of this kind. The company's loss will foot far up into the thousands.

NOT AFRAID OF THE BIG FOUR.

Manager Mutrie Thinks that the New York Team has as Good a Battery.

Manager Mutrie of the New York Club dropped into the office of President Day yesterday and showed him a contract to play with the New York Club the coming season which Ewing had just signed. When asked what he expected to do against the Detroit Club with its "big four," Mr. Mutrie said:

"I admit that they are very strong, and that the big four are an honor to any club. But do you suppose that if the proposition was made to give the big four for Connor, O'Rourke, Ward, and Dorgan of the New York Club that I would consider it for a moment? No, sir. In regard to other players in the New York team, it is well-known what they can do. I think that it is possible that the Detroit heavy hitters will have expended much of the cyclone which they have spent in the opening of the season by the time they get to this city, but that remains to be seen."

Mr. Mutrie thinks that the New York team will only need a little practice to get in form for their general play. The team will be the same as last year, and, with the training gained last year, ought to play as well, if not better, this year. The men are all in good shape, and promise to do their best. The New York Club will report for practice on April 1.

President Young of the League has approved the following contracts with the New York Club: Keefe, Corcoran, J. Gerhardt, J. O'Rourke, D. Richardson, R. Connor, and J. M. Ward. Ewing's contract has not yet been approved.

The New York Club has arranged games with the following clubs for next month on the Polo grounds: On April 3, with Manhattans; on April 2, with the Argyles; on April 3, with the Monitors; on April 5 with the Brown College team; on April 6, with the Portland Club; on April 7, with the Olympic Club; on April 8 and 9, with Amherst College; on April 10, with Yale Cubs; on April 12, with Bridgeport; on April 14, with Newark; on April 15, with the Jaspers; on April 16, with Newark; on April 19 and 20, with Princeton; on April 21, with Yale; on April 22, with Columbia; on April 23 with Yale; on April 24, with Columbia; on April 26, with Buffalo. The New York Club offers a handsome trophy, consisting of a silk flag similar to the one presented to Yale in '85, to the college team which will make the best showing against it during April, the first two games only to count.

THE READJUSTMENT SERMON.

The First of a Series of Lenten Lectures by the Rev. Dr. Morgan Dix.

In beginning a series of lectures suitable to the Lenten season, on last Friday night, Dr. Dix selected as his theme "Christ is Christianity," and said: It is easy at the outset to take exception to some remarks of certain popular writers of the day. Thus: "The people will not listen to what they do not believe.' True; yet it does not follow that all must be false to which they will not listen. Again we read: "There is a universal suffrage arrangement among us of which the voice is as strong in religion as in politics." True, but must majorities always be right and minorities always wrong? Let us come to the real question, "Shall we readjust the Christian religion?"

Why should we not say at once, "Yes!" "The readjustment of Christianity to the social and moral conditions of the time." The phrase has a taking sound. It has that flavor of bigness and vagueness which our people find so savory. It smacks of the theological cant of our time. It might not sound so well were we to put it in another form: "Shall we set to work and alter and shape the religion of Jesus Christ to suit the moral and social conditions of the nineteenth century?" There are readjustments which are not mere tinkerings; there are revivals and repairs which are quite distinct from modern inventions and alleged improvements. In this sense readjustment may be needed.

Think what changes have come over the world since the time when Tiberius was Emperor of Rome. The Church has adapted herself to these variations with wisdom and skill. And now great changes are in progress; the nineteenth century is drawing to its close. Perhaps some readjustment may be desirable. Let us say that it is. Part of the revolt against so-called Christian doctrine is not a revolt from Christian doctrine, but from some inventions of men, some conceptions of the old truth, which have been accepted by a blind and partisan majority. There are places in which readjustment by way of purification is the crying need of the hour.

Take, for example, the popular outcry against the teaching of the church concerning the eternal punishment of the wicked. Against what do men thus protest? Against a narrow scheme which the Reformers of the sixteenth century brought in to supplant a wider doctrine; the scheme which presents a heaven and a hell, but no intermediate state; extremes, but with nothing to connect or explain them. This cancelling the "place of departed spirits," with its communion with us in mutual prayer, and its gradual perfecting of its inmates, and preparing them for their final consummation and bliss at a day yet to come; this strange disturbance of an equilibrium maintained in the old Christianity, this it is that men revolt from. They do not revolt against a truth, but against a late invention involving a truth, the idea of heaven and hell and the intermediate state, which was once part of the Church.

There is need, then, of readjustment. But what line shall it take? There are standards and moulds of religion, which men have despised overlooking the terms of meeting and practice; in faith and worship. For them they must search who have lost them. The thing not to be done is to build a new house. God forbid! It is to reconstruct what passion and folly once pulled down.

To speak of Christianity is to use a precise term. Christianity is that religion among all the rest, in which Jesus Christ is centre, substance, and sum. The religion is not ours, it is His; He must be heard. Incessant and scrupulously exact reference to the Founder is the first duty; nor has any man a right to modify when dealing with things that Christ did, or words that he spoke. One might invent a system largely impregnated with the elements of the original and genuine religion, but also adulterated with human thought and modern views, and call that production by the name of Christ, but that would never do. If you wish to know Christianity, you must keep Christ.

First, then, Christ reaffirmed an older system which He said that He came to fulfil. He took its simple elements to begin with. And He began with this astounding statement that He, Himself, was that very God.

There is no escape from that tremendous fact. Everything in Christianity is but the outcome of the truth that Jesus is God over all. By the divine light of nature men saw that God must be. But their ideas about Him were confused; they multiplied Him into many; they made use of signs and symbols, and ended in confounding the sign with Him whom it signified. And so the world drifted on, encumbered with religious and vain sacrifices, and morals and religion were but a chaos till a time arrived, fixed in the counsels of the most High. Then come to us One born of a woman, and said: "I am the Eternal God. I am the West, whereon the law written on all hearts tells men to walk if they would have peace. I am that Life which cannot die."

There is no evading this tremendous fact, that He is Christianity, Christianity is He. We must bear this in mind when we talk of readjustment. If Christianity be Christ, happily it is not Christ who needs readjustment, but rather we ourselves.

Christ claimed to be the very God. The Church was founded on the rock of that truth. From that day to this has He been worshipped as God. Nothing can be plainer than this; Total belief in Christ as God proceeds from simply taking what He said to be true. Suppose it were not true after all. What reverence could be left for the character of Jesus Christ? If not the mighty God He was not even a truthful man. If Jesus Christ be not God then surely the Hebrew who blasphemed that name was but a compound of an uneducated dupe and an artful impostor, and the religion which is called after Him deserves no readjustment other than to be completely swept out of a world which it has deluded. And I sympathize more with the man who honestly comes out and regards Him as an impostor than with the other, no stranger to us, who denies the catholic faith regarding Jesus Christ, makes of Christ a mere impersonal sentiment and influence, and yet goes on calling himself a Christian and demanding a readjustment of a religion in which, actually, he has ceased to believe.

The religion of Jesus Christ, therefore, no man has a right to modify; whoso touches it touches what is His. Yet men have gone crazy on that point. They have acted as if they deemed Christ's religion to be free booty, which they were competent to seize on, hack at, enlarge, and diminish at will, and that all would be well so long as they kept the name of Jesus, and continued to ascribe the work as His. Now that is what we have to charge against the founders of schools in the Church. Let it be remembered that there is an authorship there, a copyright; that the Founder of that religion lives; that the religion is His; that no man has, or ever has had a right to obliterate one word, to substitute one expression for another; that it ought to have been kept precisely as it came from Him, and from them who were, from the beginning, eyewitnesses and ministers of the word.

FILIBUSTERS SIGN A RELEASE.

Six of them Get $15 Apiece by Promising Not to Bother Solo for Pay.

Six of the filibustering party of ten from Turk's Island got $15 apiece yesterday from Jones & Williams of 23 Old slip, the agents who shipped them. To get it they had to sign this agreement:

NEW YORK, March 13, 1886.

We, the undersigned, hereby agree, in consideration of the money now to be paid, that we will give up all proceedings against the agents of the parties who sent us out and everybody else.

The six signers were Dutchy Gleason, John Connors, Tom O'Connor, Dutchman Miller, Kid Doran, Fourth warders, and John Whipple, the Boston cook, who took part in the expedition.

As the men were away thirty-five days, and had been promised $30 a month, and their wants had mounting up while waiting more than they got, but Jones and Williams said that they had forfeited the rest by stopping at Turk's Island, when they shipped for Guatemala, and they had to take the $15 or nothing. The shipping agents intimated that they were paying them out of their own pocket, with little prospect of being reimbursed. But W. E. Gonzales, in behalf of Marco Amelio Soto, ex-President of Honduras, will, it is expected, square matters with the shipping firm.

Fourth Warriers Christy Dunegan, Jim Bogan, and sandy Dix were not present at the paying off, and Jones said that unless they and William Williams, Jones's man, did not sign the agreement, Jones will pay him more than $15 or get him a good job as fireman.

Capt. Killilea Will Find Her.

Barbara Herring, who keeps a saloon at 503 West Forty-fifth street, told the police that at 4 o'clock on Sunday morning Charles J. McMullen had dragged her into a hallway and assaulted her. McMullen was held for examination on Thursday, but was released on bail. On Friday night his bondsman surrendered him. When the case was called in the Yorkville Police Court yesterday Mrs. Herring did not appear. Capt. Killilea told the court that some persons had called upon the complainant and had persuaded her to disappear for a while. He asked that the examination be adjourned until to-day, and promised that he would detail a police in his precinct to do it. The case was adjourned.

In Favor of the Arthur Kill Bridge.

The committee of the Chamber of Commerce on Internal Trade and Improvements, through its Chairman, ex-Mayor Edson, reported yesterday in favor of the building of a railroad bridge over Arthur Kill, and the Chamber unanimously approved the report.

THE WAITER'S OCCUPATION GONE.

An Inventor who Proposes to Do Away with the Tip System.

WASHINGTON, March 13.—A specimen of that Yankee ingenuity which keeps the brain of the Patent Office Examiner in a whirl is given in the illustration below. The invention emanates from the brain of a busy American who finds the delays of restaurant waiters unbearable and yearns for some way to get his food on the fly. The result of his ingenious impatience is this revolving table, which, if not yet in general use, is duly patented, and the

illustration which is shown is a fac-simile of the drawing reposing in the archives of the Patent Office.

The table will be seen to consist of a row of shelves circular in form. The lowest of these is stationary, and forms the table proper at which the customer seats himself. The upper shelves move upon anti-friction rollers, and constitute the "self-waiting" feature of the device. They are divided into sections of about twenty feet long, each of which is to contain the whole bill of fare, from soup to toothpicks. The inventor designs the table to be driven "by steam or other power," and "at such speed as to exhibit the entire bill of fare once per minute."

It is obvious that if the guests are spry there is little need of waiters, and the inventor calculates that only two will be required for a table that would feed 150 guests.

These may seat themselves either outside or inside the charmed circle, the latter position being reached by climbing over the table on a stairway built for the purpose. This stairway is broken away in the drawing to show the pantry under it, where "the carver and his assistants" are stationed to replenish the depleted contents of the table, and to snatch off the dishes for washing as the table rolls by.

The inventor is imbued with enthusiasm by the spirit of our democracy. He says, "all persons at this table are put upon an equality and free to eat for themselves;" but it has other advantages besides its civil rights tendency. One of its shining qualities is that it dispenses once and forever with the odious system of tipping the waiter, as there are no waiters, and the table is so arranged that it cannot be tipped. Of course it is an institution that will never be adopted at railway eating houses. Any price which puts it in the power of a traveller to get a square meal in the time allowed by the trains would speedily undermine the business, but there are many places where delays are of comparatively slight consequence, and there it will doubtless become popular. The mechanism which revolves it requires no great power, however. Even if the table should be sent round at a suddenly accelerated speed consternation would descend upon the guests. Those inside would see the eatables vanishing out of their grasp, while the outsiders would receive a conglomerate mass of coffee, turkey, jelly, pie, and other delicacies, not as they selected them, but as the centrifugal law of nature deposited them.

The Coming Flower Show.

At the coming floral and horticultural show which is to be held at Metropolitan Opera House on March 24, 25, 26, and 27, given by Mr. C. F. Klunder, two new roses, unknown to horticulturists, will be exhibited. They are both very beautiful, one being a pure white and the other a dark crimson. Besides these novelties, his new English peas, "Her Majesty," will be shown for the first time. The exhibition will be a most beautiful floral display. On the first day it will be opened by the patronesses, Mrs John Jacob Astor, Mrs August Belmont, Mrs Adrien Iselin, Mrs John Jay, Mrs Wm. M. Hoes, Mrs. George Henry Warren, Mrs. Edward Cooper, Mrs. L. P. Morton, Mrs. Frederic J. de Peyster, Mrs. Hamilton Fish, Mrs. Louis C. Hamersley, and Mrs. Robert G. Remsen.

A New Bedford Pugilist's Contracts.

NEW BEDFORD, March 13.—Tom McManus, the pugilist, of this city, has some heavy work ahead. He is to fight Tom Bates of St. John, N. B., who fought the "Marine," McManus to stop Bates in four rounds. The contest will take place in Boston. He will have a mill with George Milne of Lawrence; and on March 26, at Franklin Falls, N. H., he will fight E. L. Buchanan with hard gloves to a finish, the winner to receive 65 per cent. and the loser 35 per cent. of the gate receipts. McManus is training in this city.

Football.

The champion O. N. T. Club of the American Football Association easily defeated the Riverside Club of this city in a match yesterday at Newark by five goals to one. The goals were kicked by C. McCann (2), J. Swithenby, Joe Swithenby, and J. Swarbrick. W. M. Massey kept goal in fine form for the Riversides.

SPORTING NOTES.

The race horses of the late George L. Lorillard will be run in the name of the Locust Stable.

Mack and Cline will give a boxing exhibition in Cincinnati, Friday next, for a purse.

Aerolite, by Australian, the famous dam of Spendthrift and other genuine racers, died on Feb. 27.

Mr. J. P. Dawes, the Canadian horseman, has announced his intention of retiring from the turf.

Boston will have a bench show in April at Mechanics' Hall, Huntington avenue. Entries close March 20.

The list of proposed bicycle racing tracks now includes Paterson, Guttenberg, Prospect Park, and Parkville.

The last man to sign for the Detroit base ball team, Hanon, has given his signature, and made the sluggers complete.

The only trotting youngster whose sire and dam have each broken 2:20 is a chestnut filly by Nutwood, 2:16¾; dam Adelaide, 2:19¾.

The National Horse Show Association have decided not to give an exhibition this spring. Preliminary work has already begun for a show in the fall.

Jockey McLaughlin expected to attend the spring races at Nashville and Memphis, but the early working of Oyster Bay forced him to return home.

Sixteen stakes are to be decided at the second annual meeting of the New York State Trotting Horse Breeders' Association to be held at Rochester Sept. 7, 8, and 9. The stakes will close April 1.

Race horses at Monmouth Park, Jerome Park, Sheepshead Bay, and Brighton Beach are being hustered and extended with galloping exercise. The racers have wintered well at all the stables.

The bicycle record from 62 to 181 miles was broken on Monday last by Woodside of Minneapolis in his race against Schock. Time—52 miles, 3:05:30; 100 miles, 6:11:26, and 181 miles, and last, in 12 hours.

The immense number of 1,870 entries for this season's races at Monmouth Park give the managers a strong title to their claim that Monmouth is the Newmarket of America. Entries show an increase of more than 300 over last year.

The Executive Committee of the Rockaway Steeplechase Association have decided to try the experiment of a midsummer meeting in addition to their spring and fall races. July 1, 3, and 5 are mentioned for the sand-winded steeplechases.

Thomas Scott has resigned the Secretaryship of the Driving Club of New York in favor of David Scott. Gage Case has been appointed superintendent of the track, and will also look out for the general welfare of the members at the club house.

At an entertainment for the benefit of Mike Coburn in Harry Hill's Theatre, on the 19th inst., Mike Cleary and Jack Dempsey, Charlie Norton and Tom Henry, Pete Maher and John Dwyer will spar. John McAuliffe will be St. Coburn in the wind up.

John Turner has in training Edwin Thorne, Nettie Thorne, Trinket, Santa Claus, Overman, Dick Doran, Frank Kite, Faro, Billy Barton, and a few promising Brooklyn colts. Mr. Turner says he and his other old campaigners are working down to a fine edge.

Brooklyn's famous jockey expresses the opinion that there are too many one-horse owners and too many new rose comes for the good of the turf. McLaughlin began his remarkably successful career in a one-horse stable that has become the strongest in this country. Hope springs eternal in the human breast, especially on the turf.

An event of great interest in the sporting world will take place when the young scions of the famous Lake Blackburn appear in the selling in New York, together with the other colts from Mr. Wesley Abraham's Inquiry, and Great Tom will also be said. A most