NEWS OF THE RAILROADS.

THE BALTIMORE AND OHIO'S GRAB FOR EAST BOUND FREIGHTS.

Reports that the Pennsylvania and Lake Shore Lines Will Meet the B. and O. Cut in Rates—A Violated Agreement.

The Baltimore and Ohio railroad will today, it is expected, carry out its announcement to reduce east bound grain rates from Chicago to New York, Philadelphia, and Baltimore, 20 per cent. or more, with a view to getting a larger share of the traffic which the lake and rail route now have a monopoly of by reason of much lower rates. The Baltimore and Ohio knocks off seventeen cents a hundred pounds to each of the ports named, reducing it from 22 to 17 cents from Chicago to Baltimore, 23 to 18 from Chicago to Philadelphia, and 25 to 20 cents from Chicago to New York. The Baltimore and Ohio has been pressing the Central Traffic Association for some weeks past to give the all rail lines a better chance against the lake and rail, and has hinted that it would take its own course to secure business if it's request wasn't acceded to. The trunk lines made no effort to settle lake and rail rates further than to refer the matter to Commissioner Blanchard and the Baltimore and Ohio saw that all that resulted from that company's to do was to pursue the grabbing policy if it got anything at all.

The all rail men here had hardly began to talk about the results of the Baltimore and Ohio cut before the report came that the Pennsylvania and Lake Shore roads had decided to meet the reduction. Local agents of the Pennsylvania said they had private information that the Pennsylvania would do so. The report about the Lake Shore could not be verified, but a despatch from Chicago verifies the report about the Pennsylvania. It says:

"The action of the Baltimore and Ohio road in reducing the rate on corn and wheat to the basis of 17 cent a hundred pounds, Chicago to New York, was the subject of discussion yesterday at a meeting of the Chicago Committee of the Central Traffic Association. The Pittsburg, Fort Wayne and Chicago have formally notified that it would meet the reduction on July 10. The meeting finally adjourned without action until to-morrow, and in the mean time an effort is to be made to induce the Fort Wayne to defer putting the reduced rates into effect until a conference can be arranged between the officials of the trunk lines and Central Traffic Association."

The notice to reduce the rates on corn and wheat was received yesterday at the local office of the Baltimore and Ohio. It is expected that the Western connections of the Central and Erie will fall in line, and if it proves true that the Pennsylvania has done so through its Western connection.

It was denied last night by officers of the Pennsylvania in Philadelphia that they had authorized any reduction by the Pittsburgh, Fort Wayne and Chicago road.

The course of the Baltimore and Ohio is a flagrant violation of the last President's agreement; but this is not the first time that the agreement has been set at naught, and President Mayer knows well that there is no penalty which either the Trunk Line Association or the Central Traffic Association can exact. It is thought that demoralization like that of last year will inevitably follow, and the roads will be just where they were a year ago, unless the managers take speedy action to prevent the other roads from following the Baltimore and Ohio's example.

BALTIMORE, July 5.—The editorial article in THE SUN this morning commenting on the action of the Baltimore and Ohio railroad in cutting rates, has attracted considerable attention here. First Vice President Orland Smith, to whom it was shown, denied that the company was borrowing money from the New York banks. Hambleton's *Chronicle* has this to say of the cut:

"The inability of the railroad managers to compel through the inter-state agreement the recalcitrant companies, which, in spite of threats or concessions insist upon cutting rates, was too much for the stock market this week, causing prices to fall off, and there was rather an uneasy feeling regarding the immediate future. The trouble among the Western lines was alarming, but the cut in grain rates by the Baltimore and Ohio was the last straw which threatens to break the back of the agreement among gentlemen. The Baltimore and Ohio claims that it was bound to make the cut, as it could not do business at present rates. Whether the step taken was a wise one remains to be seen. If the Baltimore and Ohio is permitted to carry freight at reduced rates without the reduction being met by other trunk lines, it would, of course, secure a very large traffic and enjoy an advantage. It is not to be presumed that such will be the case, as more than likely the other roads will follow suit, and may even go further, and make such a sweeping reduction as only the fittest will survive. To an outsider it is incomprehensible that railroad managers should not be able to main aim rates when the interest to do so is so great, and the results of a railroad war so severe. One would suppose the Baltimore and Ohio Company would be about the last one to take any action which might precipitate a rail road war. The last management met the experiment of being the weakest sister, which policy was undoubtedly in the interest of the general public, and saved the Baltimore and Ohio from a receivership, or bankruptcy, from which it was expedient by a meeting to the Drexel-Morgan syndicate for aid, and by paying dearly for the assistance received. It is to be hoped that the unfortunate affair of the present ill ends will not be followed by a war, and that means may be found to harmonize the differences of the roads, that the profits of a good crop year may not be thrown away in a senseless and costly rail road war."

The Baltimore and Ohio Railroad claims that it was obliged to make the new cut rate of 17 cents from Chicago to Baltimore and 18 to Philadelphia, having no lake connection, it could do no business at this season of the year at present rates.

PHILADELPHIA, July 5.—At the Pennsylvania freight office General Freight Traffic Agent Jones said to-day that his company had not made the reduction to meet the cut of the Baltimore and Ohio on east bound traffic. They did not intend to be hasty. They wanted time to consider before taking any definite action. The Pennsylvania rate from Chicago to New York, Philadelphia, and Baltimore is 23, 18, and 20 cents, respectively, while the Baltimore and Ohio is 25, 18, and 17, or just 5 cents lower than the Pennsylvania rate.

BOSTON, July 5.—The United States Senate Committee on Inter-State Commerce, which has under investigation the relation of Canadian railways to the Inter-State Commerce laws and the United States railways, began its session here to-day at the office of the State Railroad Commissioners. Senator Cullom presided, and Senators Harris, Harrison and Reagan of the committee were present. Among those in attendance were President William Hoge of the Boston and Albany Railroad Company, Charles Hoar, counsel for the same company, President Chase of the Old Colony, General Traffic Manager Melen of the Union Pacific, President Goodwin and William Hunt of the Boston Executive Business Association, the Hon. William Claflin, President Spear of the Boston Chamber of Commerce, Commissioners Crocker and Hinckley, General Manager Mills of the Boston and Maine road and Traffic Manager Whittemore of the Boston and Maine.

Senator Cullom said the purposes of the committee were well understood. He regretted the resolution of the president of the committee being misinterpreted by the Boston and Albany was then invited to give his views to the committee.

Mr. Hoge said that he was sorry for those who believed that the Grand Trunk railroad should be protected at this late day from the provisions of the United States, provided, however, they were subjected to all the rules and regulations to which American roads are subjected. It was wise to restrict coastwise trade, and had it not been restricted it would have been in the about the same condition as the foreign trade now was. He had no terms which reduced rates, but it was the general opinion that they were. If they make reduced rates to individuals he considered that they failed to comply with the provisions of the Inter-State commerce act. If the system of discrimination by Canadian roads was continued it would result in making Boston as solar as it would divert trade from Boston.

In reply to a question by Senator Blair, Mr. Hoge said he considered it was just to equalize the American roads so that they cannot discriminate with the Grand Trunk. It is just also, they should be on a Canadian roads so they cannot be injured. There should be any regulation at all should be enacted. He could not conceive of any condition of affairs under which a foreign corporation should be permitted to prey upon American commerce and the American treasury, but he would be in favor of meeting the attack. Discussion, he said, Canadian competition was to his business. But the Boston and Albany road put through business as it valuables to the road on the way.

Senator Blair tried hard to make President Hoge say that the Canadian competition was responsible for the reduction in rates. He said he thought the American roads would surely increase their business, but he would not discuss saying that if the Canadian roads were subjected to the same equitable laws as the American roads it would be a benefit to the roads. He was not disposed to bring the Canadian roads the public tenderness that the people thought they. If the American roads complained that the Canadian roads probably take the traffic away from the American roads, take business away from the American roads. He was in favor of uniform rates and that they should not be changed oftener than twice a year. The Inter-State Commerce law had been of the most benefit to the roads. It would have been better if it had been passed. The law had not had a fair trial. The Canadian roads should be subject to the law. Inter-territory cases under the same regulations to which American roads were subject. The Canadian roads should be subject to the same rules and regulations as the American roads would be so increased as to enable them to deliver their commerce and travel from the West into Boston, and vice versa, cheaper than now obtained to do, and cheaper than the Canadian roads could do.

President Choate of the Old Colony road was next called upon. He said his road was probably less affected by the Inter-State Commerce bill than any road in the United States. As to through business, he felt that the Canadian roads had the resulting competition had an important influence upon it. The competition had resulted in low rates. He doubted if any law regulating the competition of Canadian roads could be enforced, though it would be a good thing to subject them to the same laws as the American roads are subjected to. How to do this he did not know, certainly not by legislation. He believed there had been a increase of business over the Canadian line since the passage of the law. A large portion of the shipments of New England mills to China was carried over Canadian roads at much lower rates than over American roads. This business would be taken by the American roads were it not for the Inter-State law.

President Choate said that a sense of justice required that the time for trunk lines should have the same advantages as foreign corporations on foreign soil. The general feeling in New England was against the law. It had been of no advantage to New England. The only good effect it was to stop temporarily the building of railroads. He knew of no remedy for the evils grievous except in the obtaining of higher rates by American roads. The extension of Canadian lines from our territory would be disastrous. He doubted if the Canadian roads could, even if they agreed to, comply with the provisions of a law subjecting them to the provisions of the Inter-State law, as proceeding them to pay duty on cars entering American territory. They could not comply with such a law and do a New England business. The Inter-State law had been of little benefit except in establishing the stability of through rates which could be better obtained by regional pooling. The competition of the Canadian roads was an advantage to New England. He was in favor of permitting Canadian roads to run through New England entirely under the same regulations as American roads. The exclusion of their cars would be unfair. He did not think the law would ever be enforced. The long and short haul clause was wrong. Some system of pooling would be the best thing.

General Traffic Manager Whitmore of the Fitchburg said that the Canadian roads should be regulated in some way. The people of New England were very little benefited by the Canadian lines and could get along without them. Their tendency was to draw away from Boston rather than toward it, and American roads were being seriously injured by competition with the Canadian Pacific.

C. S. Mellen, general traffic manager of the Union Pacific, said the competition his road felt in connection with Canadian lines was in Transcontinental business. He quoted from Canadian Pacific figures to show the increase in its traffic, and said his was due to too large differentials allowed that road. These large differentials were given to keep up profitable rates, but the result showed that the Canadian Pacific could charge a lower rate than American roads, and thus get the business. If differentials were done away with the Canadian Pacific would come in as a free lance and make such rates that no road could do business at a profit. They could afford it on account of Government aid. The Canadian Pacific should be subject to the same rules as the American roads. It was not the first time that it did not have to scale through rates according to local rates, as American roads did.

Commissioner Fink, as arbitrator, chosen by the trunk line Presidents to adjust the Clearing House difficulties sent a written copy of his decision last evening to each of them. Mr. Fink said the only way was for the Lackawanna to return to the Clearing House, and he would find a way to dispose of the Ontario and Western's contract. To this Traffic Manager Hegeman of the Lackawanna stated that he had no objection, so all that remained was the contract, and the general passenger agents began to feel easy again after months of hard pulling. The contract with the Lackawanna dated eighteen months to run, and provided a forfeiture of $1,000 a month for violation by each party. If Mr. Fink's decision carries its annulment, probably the steamship company will want a good-sized indemnity. Mr. Pierson called upon Mr. Tuttle yesterday to congratulate him that there was even the semblance of peace among the general passenger agents, after over a year of wrangling.

George W. Tinsman has been appointed station-master of the Central railroad of New Jersey at Jersey City, in the place of Mr. A. Cumberson, assigned to other duties. Mr. Tinsman, who starts in with the opening of the new station, has other duties besides those of the previous station-master. He will have the hiring and discharging of passenger train brakemen, assigning of baggagemasters and brakemen, and will have charge of the promotion of baggagemasters and brakemen. Tinsman has been 20 years with the road, starting as a waterman, and being 8 years a conductor. Lately he has travelled over the road looking after the condition of passenger cars.

According to the figures of the *Railway Age*, published yesterday, the amount of mileage and capital involved in railways that have gone into the hands of receivers during the six months just ended exceeds the aggregate for any similar period since the disastrous year of 1884. There were eight roads thus bankrupted with a total length of 2,800 miles, and an apparent investment of $125,570,000. The St. Louis, Arkansas and Texas, the International and Great Northern and the Chicago and Atlantic make up the bulk of the mileage. In any comparison with the first six months were also eight in number, which would not be an important exhibit were it that the mileage of the roads aggregated 1,575, and the bonded and stock $92,613,000. Nearly two-thirds of these totals, however, were furnished by one company, the Wabash.

A GARDNER 70-FOOTER.

The Yacht Liris's Feats Brought the Order to Her Designer—To-day's Races.

Every yachtsman interested in the 40-foot class is hoping for a good breeze to-day for the special race for prize cups offered by the Larchmont Yacht Club. The entries include the 40-footers Nymph, Liris, Gorilla, Papoose, Banshee, and Marjuta. Burgess believes there is more speed in the Marjuta than has yet come out, and he is going to sail her to-day himself. It is not certain that the Banshee will start, but the Liris is sure to go. If she doesn't get a new bowsprit she will sail with the old one that was sprung on Saturday. Bayard Thayer's pretty Papoose will start and try issues with the rest for the $250 cup offered by her owner, the first race for which the Liris won on Thursday. If she wins it to-day it will become her property.

The performance of the Liris so far has been remarkable, and Mr. Gardner is receiving congratulations on every hand. After the last race he got an order for a seventy-foot sloop on the same lines as the Liris from a yachtsman whose name cannot be made public yet, but whose name as a racing man is well known.

Very little has been said about Designer Gardner simply because there was not much known about him. He is a good-looking, hearty young man of thirty from Boston, who began yachting in small boats some fifteen years ago. He inherited money from his father, who was largely interested in the shipping trade, and his taste for designing boats was developed early. What young Gardner has done in designing has been the result of hard work in English, French, and American schools of naval architecture. "He is a graduate of the Greenwich school," said a lifelong friend of his yesterday, "and his entire time and attention for years have been given to the art of ship-building. With a view to designing fast American ocean steamers or a large concern in Baltimore, he has studied up all the best-known points and originated many new ones. He can tell you exactly why, and give you a reason for every move he makes in the designing of a boat. Then, after she is built, he can jump aboard and handle her with the best of them. Some friends induced him to try his hand at a small yacht, and Mr. Whitock's fast Kathleen is the result. He's no end boat, the Liris is more of a wonder than the 40-footer."

When asked to winnow out the three boats received the designs of John Harvey, who was Gardner's tutor, Mr. Sir's informant said: "Take the cutters Bedouin, Orva, and others of Harvey's boats out of water and compare their mid-ships with those of the Liris and you find them almost identical. They are full of power. Gardner has put wonderfully fine points in these midship sections, and gained both speed and stability by so doing."

Edwin D. Morgan says he will not enter his new 4-footer, the Tomahawk, in any races about here until after the Marblehead races. She is in Newport now ready to go around Cape Cod when the seaweed has cleared from her bottom. There were eight roads thus bankrupted with a total length of 2,800 miles, and an apparent investment of $125,570,000. The St. Louis, Arkansas and Texas, the International and Great Northern and the Chicago and Atlantic make up the bulk of the mileage. In any comparison with the first six months were also eight in number, which would not be an important exhibit were it that the mileage of the roads aggregated 1,575, and the bonded and stock $92,613,000. Nearly two-thirds of these totals, however, were furnished by one company, the Wabash.

A Sandy Hook pilot tried hard to make President Hoge say that the Canadian competition was responsible for the reduction in rates. He said he thought the American roads would surely increase their business, but he would not discuss saying that if the Canadian roads were subjected to the same equitable laws as the American roads it would be a benefit to the roads. He was not disposed to bring the Canadian roads the public tenderness that the people thought they. If the American roads complained that the Canadian roads probably take the traffic away from the American roads, take business away from the American roads. He was in favor of uniform rates and that they should not be changed oftener than twice a year. The Inter-State Commerce law had been of the most benefit to the roads. It would have been better if it had been passed. The law had not had a fair trial. The Canadian roads should be subject to the law. Inter-territory cases under the same regulations to which American roads were subject. The Canadian roads should be subject to the same rules and regulations as the American roads would be so increased as to enable them

NO RIGHT TO LIFE UP STAIRS.

The Arbitrary Rule of the Companies that Carry Trunks for New Yorkers.

What constitutes the delivery of a trunk? This is a question which has been submitted by a correspondent who is probably one of the large number of people in New York city who have had rows with truckmen about the delivery of baggage. It is a constant cause of annoyance to people who move from one place to another in the city or who travel and have to depend upon any of the ordinary carriers of trunks to take their luggage from place to place. There are hundreds of men who own horses and teams and carry on a baggage delivery in a small way on their own account. There are two large companies, however, which divide the largest bulk of the business between them. An officer of one of these companies, when the question was put to him, asked: "Where's the trunk going?" The young man who made the inquiry said: "To such and such a number on such and such a street."

"Very well, then," replied the officer: "the trunk will be delivered within the hall door on the first story, and that constitutes the delivery of the trunk."

"But the house is a flat, and the flat where this trunk is going is on the sixth floor."

"Isn't there any elevator?"

"No."

"Well, I was going to say that if there was an elevator our man would take the trunk back to the elevator and deliver it there. But you can't expect a man who has instructions to leave a trunk at a certain number to take it up to the sixth floor or even to the fourth or fifth floor. It is possible that if he hasn't many trunks on his wagon to deliver, and if he isn't very much rushed, he may be willing to take the trunk up as far as the third floor. But he isn't required to do so. If he should take it up to the third floor or to the second floor, it would be because he is good-natured, and possibly also because he expects a fee."

"Have the truckmen any right to demand a fee?"

"That is entirely a question between the person receiving the trunk and the truckman. We say nothing now in the matter, and we do no interfere with the contract, as the man in the owner of the trunk is inclined to give it. But the truckman must be governed by circumstances. If he has a large number of trunks on his wagon, and there is no helper to watch the horses which he is carrying the trunk up stairs, his business to make himself the servant of the owner of the trunk to our loss. Not a very long while ago one of our men went out with a very large number of trunks. One of the first of them was to be delivered at a house on Fifth avenue. He deposited it within the hall on the first story. The lady of the house asked him to take it up stairs to the fifth floor. He said he didn't like to do it because he didn't want to leave his horses for so long a time. She said she would pay him and would watch the horses. He said that was all right, put the trunk on his shoulder, and started up stairs. She went out on the stoop, but she didn't stay there. When the man came down the team and the wagon were gone. He could not find any trace of them, and reported the matter to the station house in the precinct. After a long search the horses and wagon were found down near Desbrosses ferry, but the wagon was almost empty. The loss of the trunks which had disappeared the company had to make good, and it cost us $300. So you can see why we do not like the men to take the time to carry trunks up stairs, even though they may get something extra for doing so.

"The case has been a great deal of misunderstanding as to what the duty of a carrier of trunks is with regard to its delivery. When a man engages with a truckman or a truck company to have his trunk delivered at his place of residence and gives us the number of the house and street, we feel that we are doing all we are called upon to do when we leave the trunk inside the hall door. But every time the person whose trunk it is finds a large number of people who live in the hall door or on the story of an apartment house, or the fifth story of a boarding house, or the top flat of a big building, he leaves under the impression that we ought to take the trunk to that particular part of the house which he occupies. But under the present arrangement we have no facilities for doing business, this is an economic, and it is something which is not done. There are very few houses of this sort in New York city where there is a janitor or servant whose business it is, either for or without some fee, to take the trunk up stairs. Our men must go somewhere and wait while they are less their horses are watched, and not all of the wagons that we send out have two men upon them."

"When do you expect that your men will find a trunk which is to be taken from some house to another place?"

"The same rule applies here as applies in the delivery of the trunk. It ought to be somewhere in the hall on the first floor. If the truckman has time to go up one or two flights he may do so, and perhaps he ought to do so without expecting fee. But he is not bound to go up several flights of stairs, not even when the patron offers him money for the extra labor."

THE CONDUCTOR WAS LOST.

A Horse Car Makes Part of a Trip Without Any One to Take Fares.

A lot of people got into one of the green cars at the ferry at the foot of West Forty-second street the other evening and the car started on its trip over to Broadway and the lower east side of town. The driver went along for five or six blocks before a passenger hailed him. He stopped his horses and let a woman get on, and then waited for the conductor to ring the bell. But the conductor didn't ring the bell. The driver got mad, and after fussing awhile on the front platform went back to give the conductor a lecture and make him mind his business and ring that bell. There were about twenty people aboard, and they had got fretting over the delay too. The driver strode to the rear platform, but there wasn't any conductor in sight. No one knew where he was. Just then a road inspector rounded the car and the driver said he didn't know where the conductor was. He had a scared expression on his face, as if he were afraid the conductor, who was an Irishman, had been spirited off by a Clan na-Gael gang. The road inspector was more practical. He looked at the two rows of passengers and counted the fares, and then gave a glance at the dial where the fares are registered, and saw that none had been rung up. For a moment he looked as if he thought the conductor had run off with the fares he had collected. The driver looked at the road inspector, and the road inspector looked at the driver and the passengers looked at each other and at the two employees of the company. The mystery about the conductor was puzzling all. At that moment a man in the blue garb of a conductor jumped on the back platform and rushed into the middle of the car, where the driver and the road inspector were standing.

"Where in the thunder have you been?" said the inspector.

"Been?" gasped the conductor breathlessly; "Been? Why, I've been running after this car. And then advancing menacingly towards the driver he yelled: "What on earth did you leave the station without me for?"

The passengers broke out in a loud laugh, the conductor was red with anger, and the road inspector frowned more than before, while the driver took on a sudden look of dismay as he remembered sure enough that he had started from the foot of West Forty-second street without hearing the conductor's bell. The passengers, even though they had not paid their fares, had not missed the conductor, and they got hilarious over the argument which followed between the conductor and the driver. The road inspector soon stopped it, and told the driver to go out and resume business at the reins and brake. Then the conductor collected his fares and explained that the driver had been working on a hot-rail car on another line, and had evidently forgotten there was such a man as a conductor now to help him on the car.

Continuation of the Fourth in Jersey.

Dennis Doyle was shot in the thigh on Eighth street at 6 o'clock yesterday morning by an unknown person.

Samuel M. Gould, aged 19 years, of 129 Railroad avenue, had his right hand shattered and his cheek torn out by the explosion of a toy cannon yesterday morning.

A Hat Causes a Panic in a School.

A rat ran across the floor of a schoolroom of the First Ward school, Long Island city, on Tuesday. A child cried "Fire!" the pupils tumbled over each other down stairs, some were turned on an alarm, and the Fire Department and police reserves were called out. No one was hurt, especially the rat.

Fullgraff Will Appear Against McQuade.

District Attorney Fellows and Assistant District Attorney Semple started last evening for Ballston to begin the trial of ex-Alderman Arthur J. McQuade for bribery. Informer Rudolph A. Fullgraff will tell his story to a rural jury this time.

And So They Were Married.

NEWARK, July 5.—Miss Gussie Simon of 73 Wickliffe street, Newark, and Dr. Alfred Quinn Donovan of Elizabeth were married in the office of Justice of the Peace Otto on Wednesday. The suits for breach of promise, malpractice, and seduction for amounts aggregating $[illegible] have been withdrawn. Mr. and Mrs. Donovan have gone to live in Elizabeth.

Monmouth Park Races.

Via Central Railroad of New Jersey.

Leave New York, Pier [illegible], foot of Liberty street, North River, "Sandy Hook Route," at 7.45, 9.00, 11.00 A. M., 12.15, 1.00 P. M.

Leave New York, foot of Liberty street, North River, "All Rail Line," at 9.00, 11.15 A. M., 1.00 special express, 1.30 special express, 1.50 P. M.

Pullman buffet cars on all special express trains.—adv.

LIVE WASHINGTON TOPICS.

SOME OF THE COLORED REPUBLICANS DISPLEASED AT FRED DOUGLASS.

They Charge Him with Nepotism for Trying to Get a Young Relative Appointed Minister to Liberia—Another Pension Decision Reversed by Secretary Bussey.

WASHINGTON, July 5.—The colored people of Washington, among whom Fred Douglass has never been very popular, are angry at the latest move of that chronic officeholder. A few days ago Mr. Douglass recommended the appointment of C. S. Morris as Minister to Liberia. Morris, a leading colored man here says, is a boy who only reached his majority a few months ago. He is engaged to be married to a Miss Spriggs, a grand daughter of Fred Douglass. The engagement of Mr. Morris and Miss Spriggs has been the talk of colored society here for several months, and now the charge of nepotism is made against Mr. Douglass with as much vigor as when he was Marshal of the District and Recorder of Deeds. His appointment as Minister to Haiti has displeased all of the colored people, but these who dislike him are in a measure pacified by the fact that he is going out of the country. Another point made against Mr. Douglass is that young Morris, whom he wants to send to Liberia to represent this country, besides his youth and inexperience in affairs, has not a good common school education. He is a student in the preparatory department of Howard University, with a year more to study before he can enter the college department. It is doubtful if he should be able to pass his examinations.

Capt. Stanhope E. Blunt, Ordnance Department, has been relieved from duty at the headquarters of the army as inspector of small arms practice and ordered to report in person to the Chief of Ordnance. The official order says that Capt. Blunt's services in connection with the development of an effective system of rifle practice in the army have been of the highest importance, and his name will long be honorably connected with this great advance in the military service of the country. He was a member of Gen. Sheridan's staff, and his name became widely known to the country from his devoted service to that officer during his mortal illness. First Lieut. Tassier, 11th Infantry, has been announced as inspector of small arms and artillery practice.

The Attorney-General to-day appointed John C. Mathis to be Assistant United States Attorney for the Southern district of Illinois, and Frank L. Gray to be special Assistant Attorney for the district of Kansas for the protection of the rights of the Black Bob Band of Shawnee Indians to certain lands in Kansas.

Prof. S. P. Langley, Secretary of the Smithsonian Institution, will sail from New York tomorrow for Paris. He will spend several months in Europe. Thomas Wilson and Otis T. Mason, members respectively of the departments of archæology and ethnology of the Smithsonian Institution will sail on the 10th inst. to attend the approaching meeting of the Anthropological Congress to be held in Paris.

The Secretary of the Treasury has under consideration the case of the twenty-five English glass blowers who landed at Boston on April 12, and subsequently secured employment with Chambers, McKee & Co., of Jeannette, Westmoreland county, Pa. It is charged that these men were brought over by the Universal Federation of Glass Workers, in violation of the alien contract labor law. The case will be referred to the United States district Attorney at Pittsburgh for investigation.

Civil Service Commissioner Thompson returned to Washington to-day from Philadelphia. While there he had several conferences with the Board of Examiners of the Post Office and the Postmaster. He expresses himself as convinced that the Civil Service Law is administered fairly and impartially by Postmaster Harrity. Commissioner Thompson has chosen the new member to fill the vacancy on the local examining board, but his name will be submitted to the full board for their approval before his appointment is made.

Assistant Secretary of the Interior Bussey has rendered a decision reversing the action of the Pension Office in rejecting the claim of Mary, mother of Stephen Nobbs, late private Company K, Twelfth Pennsylvania Cavalry. The soldier died at Nobbs, enlisted on Nov. 15, 1861, for three years, and died of small pox in Philadelphia April 4, 1862. His mother filed a declaration March 15, 1880, for a pension as his dependent mother, alleging that she was in part dependent upon the deceased son for support, because of the poor health of her husband. Mr. Bussey says the only feature of the case requiring consideration is a bearing on the of dependence, touching which question the department has uniformly held that the circumstances surrounding different cases are so various that no fixed rule of general application can be laid down, but that all the facts in each particular case must be taken into account in determining the merits. He discusses the meaning of the phrase "adequate means of support" as applied to cases arising under the Pension laws, and says he believes that it was intended to mean a reasonably comfortable support. It is not believed he was intended to mean a bequest to provide a luxurious competence for any dependent relative of a deceased soldier, nor, on the other hand, to rest for its benefactions to the bare necessities of life. Applying this construction of the law to the case in hand, Mr. Bussey finds that the claimant was, during part of the time since the date of her husband's death, dependent on the son for adequate support, and, therefore, grants the pension.

Trotting at Lexington.

LEXINGTON, July 5.—Bonnie Wilmore's performance in the three-year old race in which he made a record of 2:27¼ and Lottie Thorn's showing in the 2:26 class were the marked features of to-day's excellent racing on the Kentucky Association track. It was the closing day of the summer no-pay meeting. The track was fast, and the beautiful weather brought out a crowd that taxed the seating capacity of the stand. Details follow:

First race—2:40 class, three in five.

Diligent, b. s., by Dictator, dam by [illegible] 4 2 2 1 1 1

Strathwood, b. s., by Strathmore, dam by Blackwood [illegible] 1 1 5 3 4

Green leaf, br. c., by Simmons, dam [illegible] 1 4 4 2 4 3

Daisy, b. m., by Pelosky, dam [illegible] 3 5 3 5 2

Lady Wilkes Booth [illegible] 9 10 3 4 2 5

Kentucky Boy, b. s., by Victor Von [illegible] 7 7 6 6 dis

Bonnie, b. m., by Donald's Nutmeg [illegible]

Crimson, blk. m., by Crittenden, dam by Star Almont [illegible] 7 5 8 dis

Mamie Ash, b. m., by Barker, dam by John Dillard [illegible] 10 8 6 dis

Prohibition, b. s., by Pelosky, dam by Almont [illegible] 8 9 6 dr

Kate Lynn, b. m., by Hambletonian [illegible]

Maumee, dam Albert Dudley [illegible] 3 5 dr

Time—2:34¼, 2:31¼, 2:31, 2:31¼, 2:35¼.

Second race—Three-year-olds. Stake three in five.

Bonnie Wilmore, b. c., by Wilmore, dam by Bonnie [illegible] 1 1 1

New York central, br. g., by Simmons, dam Jessamine [illegible] 3 2 2

Clarence Leybrom, ch. c., by Onward, dam by Star Almont [illegible] 2 3 3

Time—2:31¼, 2:30¼, 2:33¼.

Third Race—2:26 class, three in five.

Lottie Thorn, b. m., by Mambrino Patchen, dam Lady Ayers [illegible] 1 1 1

Vanlissell, b. f., by Crittenden, dam Princess [illegible] 2 2 2

Tom Covington, blk. s., by Limber Jim, dam by Kentucky Chief [illegible] Dis.

Time—2:25¼, 2:24.

The running race, a half-mile dash for two-year-olds, had four starters. Lady Jones (Hidalgo), Jimmy Forman, and Silver King. All carried 115 pounds. Silver King won by a length, Lady Jones second, Hidalgo third. Time, 51 seconds. The winning is the property of the Duke of Montrose, dam Thunderclosh by Thunderstorm.

Astonishment and Horror Evoked.

Mayor Grant and Commissioner Gilroy expressed astonishment and horror at yesterday's meeting of the Board of Street Opening and Improvement at the application of the New York and New Haven Railroad Company for the discontinuance of proceedings to open Alexander avenue, Willis avenue, Brook avenue, Brown place, and Lewis place within the limits of their depot yard at the Harlem River. Although the application is approved by the Park Commissioners the Mayor and Mr. Gilroy asked time to look into it. They declared that it had the appearance of an effort to grab a big piece of valuable land on the river waterfront.

A petition from some residents in the neighborhood of Jerome Park, who want a street opened, caused the faces of the whole Board to take on a blank and puzzled look. Mr. Elmer Allen, whose name was at the head of the paper popped up and with a nod toward Secretary Don Bright Livingston said: "Your Secretary is such an important reader that it is not surprising that you cannot understand the subject." Both Bright and Allen in a new world. The matter was adjourned.

The petition of the Southern Railroad of New Jersey for permission to build a bridge over West street from Rector street to Pier 8, North River, was referred to the Commissioner of Public Works.

Overturned by One Ferryboat and Pulled Out by Another.

The ferryboat Passaic of the Chambers street line was making her 7 P. M. trip to this city Thursday evening when Capt. Henry Wilson saw two young men struggling in the water. A few feet away a sail boat was floating bottom up. The Passaic was stopped and ropes were thrown to the men. The ropes were pulled on board nearly drowned. They said they were John Muhlearn and James Mahony of Thirty-first street, New York. They had been upset by the swell of a ferryboat.

This Is for Mr. Charles Nelson or Anybody who Knows his Address.

Sonder Nelson, second engineer on the steamship Dannark when she was abandoned at sea last April, visited THE SUN office last evening to say that he cannot find his brother Charles, who is a contractor somewhere in this country, and order of Alfonso and was in the employ of the Pennsylvania Railroad as a bridge builder. Sonder Nelson lives at 9 Green street, Philadelphia.

ECONOMY IN EAST CHESTER.

Now the People Want to Know How Much It Costs to Economize.

There is a stir in the township of East Chester over the report of the Commission appointed in the spring by Justice Dykman of the Supreme Court to examine the bills passed upon by the Board of Town Auditors. These bills aggregated $19,539.07. The report declared that of the $19,539.07 only $4,479.68 ought to have been allowed.

The entire claims of Excise Commissioners Mahoney and Drews were disallowed because, as was declared, these men were not eligible to their office, there being no evidence to show that they were freeholders in the town of East Chester. The Criminal Court bill of Justice Collins of $1,374.60 was thrown out because the bill did not particularize enough. Ex-Town Clerk H. D. Lent's bill for services as Town Clerk was cut from $1,529.64 to $439.06. Another bill of Mr. Lent's of $598.07 was reduced to $34.20. The bills of Justices Bellew and Edmonds were disallowed because not verified. Bills from newspapers for town printing and advertising, amounting to nearly $2,000, were disallowed, because they had been made out in the title of the newspapers, instead of the name of the owners. Bills for repairs to town office, keeping prisoners, and other bills were disallowed, because they were not accompanied with vouchers. Ex-Supervisor Doty Hickey's bill of $426.57 was reduced to $224.07, and of the present Supervisor Quackenbush's bill of $1,021.21 but $15 was allowed. A budget of two-thirds was made on clerks and inspectors of election.

A good many people in Mount Vernon with whom a SUN reporter talked yesterday said that the Commission and its work was a big humbug. In most cases they have thrown out the bills on merely technical grounds, said one business man. "They will all have to be paid eventually. The actual reduction for overcharge won't pay the expenses of the Commission. The only persons who have made any money out of it are the lawyers."

ROBBED THE SAFE AND RAN.

Dodging a Thief Over the Joists of an Unfinished Sixth Avenue Store.

Two young men went into Edward Jansen's basket store at 124 West Ninetieth street at 6½ o'clock last night and began to examine the goods on the counters. One of them appeared to be struck with the pattern of a basket in the back of the store and called Clerk Henry Berliner and Jansen's son over to price it. His companion stole behind the counter in the rear of the store where an open safe stood grabbed a pocketbook containing $50 and a lot of checks, emptied the loose silver in the till into his pocket, and snatched at some diamond jewelry that lay in a compartment of the safe. Charles Schrader of 143 West Twenty-first street a customer, sprang at him, but the thief struck him in the face with the edge of the money till, and escaped to the street, followed by his accomplice. The three ran down Sixth avenue, the two thieves throwing the diamonds as they went at Schrader. The two fugitives escaped at Sixth avenue, the one with the pocketbook and silver slipping up the avenue just as Policeman Hussey sauntered around the Twenty-second street corner. A crowd of citizens were chasing the thieves, and Hussey joined in and followed him over a narrow plank thrown across the joists to a building in the rear of Twenty-third street. The thief slipped from beam to beam in lively style, but finding himself cornered, turned and threw the pocketbook at Hussey. Hussey struck him in the mouth and the fellow surrendered. He was taken to the station house as Charles Brown, a resident of 247 West Forty-fourth street. He wouldn't tell the name of his confederate, who escaped.

Work Cut Out for Mayor Gleason.

The Board of Aldermen of Long Island City, the board of education commissioners and the board of School Trustees of the fifth ward are at present involved in a little unpleasantness regarding the building of a new school house in the Fifth ward of that city. Rumors have been afloat for some time past that the work was not being done according to the plans and specifications, and that the architect, Mr. Palmer of New York, was interested in furnishing some of the materials. The matter was brought up at a recent meeting of the board of education, when it was noticed that no action had been taken on the work until an investigation was made.

The School Commissioners were appointed by Mayor Gleason who has since asked for the resignation of some school officers over whom he came into office. The investigating committee said that their report to the Mayor, for the removal of the officials, would be with Mayor Gleason the board of Aldermen, the school Commissioners and the contractor and architect will all be present.

For Sick Babies in the Summer.

Several ladies having contributed a part of the money needed it has been decided to keep open throughout the summer the babies wards of the New York Post-graduate Hospital, 226-230 East Twenty-fifth street. There will thus be a place where sick infants and little children can be sent in the hot season and have proper diet, nursing and medical treatment as soon as the disease manifests itself. The infants will be sent to the nearest Dispensary, and the mothers will be taught how to care for their children. Mrs. Cornelius Vanderbilt, Mrs. Elbridge T. Gerry, Mrs. Frederick Sheldon, Mrs. Cornelius Vanderbilt, Mrs. Ogden Mills, Mrs. Ogden Mills, Mrs. Clarence Lexow, Mrs. Henry Ward Beecher, Mrs. Elbridge T. Gerry, Mrs. Frederick Sheldon, Mrs. Cornelius Vanderbilt