THE PRESIDENT IN ILLINOIS.

Grand Reception by the People at Springfield.

A STRIKING SPEECH.

Immense Improvement in the Business of the Country.

[BY TELEGRAPH TO THE HERALD.]

SPRINGFIELD, Ill., Sept. 30, 1879.

The Chicago, Alton and St. Louis Railroad train which the President and party took last night after the reception at Hannibal included a dining car perfumed with rare flowers and presided over by a prince of caterers. Supper having been despatched, President Hayes and General Sherman went to bed, not, however, before Sherman had told some stories—one describing a former visit, with General Grant and Frank Blair, to St. Jo, which we had visited in the morning. "It was after the war," said General Sherman. "Grant was not yet President, but I believe he had been nominated for his first term. Blair was not yet Senator, only a commisioner of some kind. We had been to Laramie, and on the return trip were "called out" occasionally by the people. At St. Joe Blair spoke first, then I said a few words, then came General Grant. The crowd was tumultuous, and a man who was probably drunk, began to toot a horn. General Grant don't like and won't endure such interruptions. He stopped speaking and shrank back into the car. I was incensed under the spur of the moment. I said:—'Gentlemen, I'm a citizen like yourselves. I'm not in the habit of showing violence; but I can just tell you that if I were a citizen of St. Joe this minute, I would advise you to put the man in the river that blew that horn. The crowd," continued General Sherman, "yelled and went for the man. They hustled him to the river and put him in, and I was told they pretty nearly drowned him, but he managed to beg off and left town. He hasn't returned. Ever since that day St. Joe has been an orderly place.

TAKING BREAKFAST WITH GOVERNOR CULLOM.

Early this morning Superintendent Van Horn had all the passengers awakened on the approach to Springfield. The citizens of the State capital had turned out of their beds and expectantly hastened their breakfasts, and as the train rolled in a multitude gathered around the depot, where Governor Cullom, his private secretary and most of the State officers were ready to meet and escort the guests. The President, Mrs. Hayes and General Sherman shared the Governor's postponed breakfast at the Executive Mansion; the others partook of an excellent meal on the train. About ten o'clock there was a ceremony at the State House, which began as President Hayes arrived, with a welcoming song by 2,500 or 3,000 school children assembled on the steps of the Broad Exterior. The Mayor's speech and the responses of the President and General Sherman occupied but a short time. The President spoke feelingly concerning his impressions on this his first visit to the home of Lincoln and Douglas. General Sherman in response to calls made a brief address, in which he said, "The military arm of the government was true and steadfast to the cause of the nation, and will remain so"—an expression that was greeted with hearty cheers. Mrs. Hayes, being called for, bowed her acknowledgments.

A PROCESSION TO THE FAIR GROUNDS.

Towards noon a procession was formed to conduct the visitors to the fair grounds. The military escort consisted of the Richfield Rifles and the Governor's Guard. Both marched well. A guard of colored men, perhaps one hundred strong, strode in the rear, and as the President's carriage, thus attended, passed through the bannered streets, the sidewalks were blockaded and hundreds of ladies waved handkerchiefs and scarfs from the upper windows. Part of this testimonial, as, indeed, had been the case everywhere since the beginning of the President's tour, was intended directly for Mrs. Hayes. One conspicuously grand lady took off her hat, man fashion, and waved it at the bright faced matron of the White House, with the exclamation afterward reported, "It gentlemen uncover for the President I think a lady may uncover for the President's President." This sounded almost as significant as General Craig's allusion yesterday at the St. Joe Opera House to Mrs. Hayes as "the better two-thirds" of the occupants of the Executive Mansion at Washington.

HAYES AND THE COLORED PEOPLE.

The fair grounds, three miles from the city, were hondsomely decorated, and the President found from 10,000 to 12,000 people there waiting to receive him. In his addresses to the portion of this multitude that thronged around the stand he quoted Lincoln's maxim, that any community that had no superior was sovereign, and none other, and extracted from it the conclusion that the United State was superior to the States. The President's fealty to Lincoln's ideas in his prepared speeches and repetitions of them have taken with the republicans of Kansas and impressed the democrats of Missouri, but the people of both parties have awaited in vain throughout the journey for some original positive opinion in regard to the present crisis between a solid South and a divided North. To-day I questioned a well known old darky here, and he said, "Well, Boss, dere's no use in sayin' much 'bout Hayes. He ain't thought on much down here anyway, specially by the culled men. He's too dodgy, he is; he's been tryin' to control all sides and aint bin stickin' to his frens. Now, yore see, an' it's plain he sees, that he can't git all the cats in one basket, so he's tryin' to make believe to let up a leetle on the Suthern cats. But we cullerd folks up here don,t take the stock in him we did afore now, Boss, you be sure.' "

A SPEECH BY THE PRESIDENT.

Governor Cullom made the address of welcome. President Hayes responded in a short speech as follows:—

"If a man were able to go among his countrymen and say to them that he was able to tell them how, with the expenditure of much mental and physical labor, they could within half an hour make $1,000, he would have large and interested audiences. We cannot approach anything of that sort, of course, but it happens to be so now that we are able to speak to our countrymen of the better prospects of being able to make a thousand dollars which is now open to every man having capital, having labor, having business enterprize and capacity to employ in any of the useful trades of life. For five or six years we have been passing through a period of unprecedented business depression. At last we have reached a period when it is the general judgment of the best informed people that the period of embarrassment and distress and bankruptcy has passed away, and that we are again passing the threshold of good times. Now this statement which is made so confidently should be backed up with some statement of fact. I may assume that those composing the large audience before me are interested mainly as farmers in the coming prosperity. And what are the facts interesting to you upon which this statement is based? A very intelligent gentleman, who has been spending one or two years in England, gives this general explanation of the fact, with which we are too familiar to realize its significance, that now, more than ever before, the products of the farms of Illinois find a ready and profitable market when exported to the countries of the Old World. We see in America that the railroad system tends to gather people more and more into cities and large towns. The same tendency is observable in England, France, Italy, Germany and other European countries, and it has now culminated in such an increase in the size and number of cities in England that it is no longer profitable for an English farmer to raise the staple products which are raised in Illinois. The raising of perishable articles on farms now occupies the land in England, rather than the production of food staples, of France or Germany. Therefore it is that more than ever before the living animals—meats of all sorts, bacon, beef and wheat and corn and flour and all descriptions of provisions raised in this country are going abroad. The result is most favorable to the condition of our whole country. The result is one which proves the prosperity, not of the farmer alone, but of every class of our citizens.

"Within sixty days—and, perhaps, I am not now coming up to the facts, for the facts are gaining upon us all the time, and a story that was rather a large one when I left Washington may be a small one to-day—yet I think I may say that within sixty days there has been brought to New York from the other side of the ocean not less than thirty-five tons of gold. (Cheers and cries of "Good.") It is a good thing to have. Whereas in all our previous history with which you and I are familiar We know that the gold was going the other way. Now it is coming this way. Instead of all this great production of precious metal in our Western territory going abroad, that which has gone abroad is beginning to come back, and so with our own bonds; they are home again, and the interest formerly payable abroad is more and more being in our favor. Whatever good there is in foreign trade to us it is coming, coming; and whatever of disadvantage of foreign trade there is is going, going, going. This is the condition of things upon which I have the happiness to congratulate the farmers, the business people and all classes of citizens in Illinois and around the country. (Cheers.) I trust you will excuse me from going further into this discussion, for whatever branch of it I should touch you would find the same description of facts. (Cheers.) I noticed at a distance, as we came out of your city to this place, that you are largely engaged here in coal and iron works. Now that description of enterprise depends, perhaps, more largely than any other upon muscular labor—day labor. Now how is all this affecting not merely the farmers, but the business man and the capitalist? How is it affecting the labor in the city of Philadelphia alone? I am assured by gentlemen well informed that more than twenty thousand laborers are now engaged there at fair living wages. Nobody is yet making a great profit, but twenty thousand laborers are at work at living wages in Philadelphia who one year ago were out of employment and seeking it in vain. (Cheers.) I congratulate you, because it is not merely in Philadelphia alone—it is in Pittsburg, it is in Cincinnati and all the great cities of the country that this change is apparent, and I doubt not you see it here also in Springfield, and so my friends the good time is coming, the good time is come.

"And now, my friends, I have pretty nearly said enough. ("Go on, go on.") I have a feeling that a man might be expected to have who meets a great audience like this gathered from the people of Springfield, the home of Abraham Lincoln. (Loud cheers.) The great events of his life were connected with maintaining the authority of the government of the United States and in preserving the union of these States against the assaults of those who would destroy both, upon principles based upon a construction of the Constitution of the United States called State rights." Any words that I might utter on that subject might perhaps find in a great audience like this many who will dissent, but it is a great comfort to know that here, and as I hope it is now everywhere, a man who honestly and sincerely talks his own opinion and expresses his own convictions in a manner respectful to those who differ from him will always find a hospitable hearing. (Cheers.) I noticed as I went up to the beautiful State House two mottoes—one the National Union, and under it the State Sovereignty. My Illinois friends Mr. Lincoln said in the mightiest Message, as I think, ever delivered to an American Congress, these words "State sovereignty is not found in the constitution of the United States,"—(loud cheers.) Said he, "That community is sovereign which has no superior." I know what the man taught who put up that motto, but it seems to me best to say to you here that, great as Illinois is with everything that commands respect and admiration; that Illinois, notwithstanding, has a superior, and that superior is the United States of America. (Loud cheers.) Without entering into a discussion of these things, my friends, having now done my duty in saying what I have said on one of the many questions connected with that great struggle which ended with the civil war, I wish to close by saying that, in my judgment, the man who understood best and who is the higest authority was Abraham Lincoln." (Cheers.)

General Sherman was called out and was received with three cheers. He spoke briefly and pleasantly, and concluded as follows:—"We have spoken until we are as dry as a sponge squeezed all dry. Not a word more, not a sentence, except to thank you again and again for the honor you have done the President on this occasion as a representative of the people and the Chief Magistrate of the United States." (Loud cheers.)

After the speaking was over lunch was served in the pavilion, to which a number of people sat down and did ample justice. The party returned to the city during the afternoon and were the guests of the Governor during the day. A reception took place in the evening at the Executive Mansion, which called out all the beauty and fashion of the city.

The party will leave here at twelve o'clock tomorrow for Indianapolis escorted by a committee from that city.

GRANT IN CALIFORNIA.

THE GENERAL ON A TRIP TO THE YOSEMITE—HONORS PROFFERED ALL ALONG THE ROUTE.

STOCKTON, Sept. 30, 1879.

General Grant and party left Oakland wharf at half-past eight o'clock this morning. On the landing was a dense mass of people, and as the train moved off three cheers were given. The General occupied a special drawing room car, and accompanying him were Mrs. Grant, U. S. Grant, Jr., J. W. Dent, General John F. Miller, wife and daughter, Miss Flora Sharon, Miss Jennie Flood and John Russell Young. Throngs of people were gathered at the various way stations. At Martines a salute was fired, and near the depot the houses were decorated with national colors. At Antioch the school children were drawn up in line upon the depot platform and waved their handkerchiefs as the train moved past.

On arriving here at twenty minutes to one o'clock P. M. the General was welcomed by Mayor Hyatt, and escorted along a line composed of military companies, the Stockton Fire Department, Union veterans and veterans of the Mexican War to a carriage drawn by four white horses. A procession was then formed and proceed to traverse the several streets until the Court House was reached where there was a concourse of several thousand school girls dressed in white. They saluted the distinguished visitor by the waving of handkerchiefs and clapping of hands. After the procession had passed in review the General was driven to the Yosemite House, where he received the prominent citizens. The city was finely decorated, and the military display was creditable.

At the conclusion of the reception at the Yosemite House General Grant retired to his apartments a few moments. At four o'clock the distinguished guest and his party entered the dining room to partake of a collation offered by leading citizens. After the viands had been discussed, General Grant, in reply to an address of welcome by Mayor Hyatt, said:—

"GENTLEMEN—I am very much pleased to be back in your city once more, which I have not seen in twenty-five years. I am very much obliged for the hearty reception at your hands, and will say that. Though I have been here several times, I have never staid so long before. When I was on the coast before I visited Stockton six times, but this is the first time a roof ever sheltered me in your city. Among the many gentlemen I met to-day was one who was sure he knew me at Knight's Ferry in 1849. While I would not dispute the gentleman's word, I was never on this side of the Rocky Mountains previous to 1852. I was only three times at Knights Ferry—in 1852 and 1854—and I think some one must have been personating me there. (Loud laughter.) However, I am glad to meet you to-day and can never henceforth deny being in Stockton in 1879."

Dr. G. R. Shurtleff and State Senator Hudson spoke briefly, after which the company broke up. The General and party leave at 7:20 for Yosemite via Madera, which point they will reach after midnight, and, remaining in the sleeping car during the night, start by stage directly after breakfast.

A grand military ball was given this evening in honor of General Grant.

GENERAL GRANT CANNOT REACH HIS HOME IN ILLINOIS UNTIL NOVEMBER 13.

CHICAGO, Ill., Sept. 30, 1879.

General Sheridan has received a telegram from General Grant stating that his engagements will not permit his presence here earlier than November 13, a week later than the date heretofore fixed. The reunion of the Army of the Tennessee will be postponed accordingly.

A TANNERS' STRIKE.

[BY TELEGRAPH TO THE HERALD.]

PITTSBURG, Pa., Sept. 30, 1879.

At the meeting of the tanners, held last night, the men decided to strike to-morrow and next day all along the line. There are about five hundred tanners and curriers interested in this strike, and this action will stop work in some seven large shops. There is some talk of the employers sending East for new men, but the tanners here say they cannot be procured, as Allegheny pays poorer prices than any other city in the Union. They ask twenty-five cents a day more than they are getting. The best hands get from $7 to $9 a week, and the beam hands from $9 to $12 per week.

LARGE REVENUE FROM SPIRITS.

[BY TELEGRAPH TO THE HERALD.]

PEORIA, Ill., Sept. 30, 1879.

There has been paid to the federal government in the city of Peoria during the month of September, closing to-day, the enormous sum of $1,081,625 41 revenue taxes on distilled spirits. This is the largest sum ever received by the government for internal revenue tax in one month from a single city.

SUICIDE IN A CEMETERY.

The body of L. S. Wedege, an elderly man, residing at No. 468 Eighth avenue, this city, was found in the Cypress Hills Cemetery, East New York, last evening, with a pistol shot wound through the left temple. In the right hand was a revolver, with one chamber empty. Wedege was employed at Fisher's piano factory, West Twenty-eighth street, until about ten days ago, when he went on a strike with the other workmen. He lodged in the furnished apartments of a fellow-workman named William Mylius, at No. 468 Eighth avenue. His wife died about a year ago, and it has been his custom to visit the cemetery in which he took his life at regular periods.

FREIGHT COMBINATIONS.

Buffalo Men Complaining of Railroad Monopolies.

PRIVATE INTERESTS ASSAILED.

What It Costs to Trim and Elevate Grain.

BUFFALO, N. Y., Sept. 30, 1879.

The Sub-committee on Railroad Investigation continued its session this morning. Washington Bullard was recalled, and in reply to Mr. Sterne, testified as follows:—There is some package freight that is carried west-bound by the canal; the boatmen get the merchandise from agents of the different transportation lines in New York city; our agents make through rates by canal and lake to the West; we get it direct from the canal; there is an extravagant charge for elevating here; the elevators are not employed to their full capacity.

To Mr. Hepburn—There can be lots of money made at a charge of one-quarter of a cent per bushel for elevating; the charge now for shovelling is $3 50 to $4 per 1,000 bushels; the shovelling done in Buffalo consists of unloading the lake vessels and loading the canal boats; with the decline of the canal rate on grain in Buffalo I have noticed that the price in Chicago has advanced.

To Mr. Sterne—Have had no experience in railroading; the prosperity of the State and railroads is dependent upon the canals.

RAILROAD COMPANIES AND OUTSIDE BUSINESS.

Mr. Robert Mills was next sworn, and in reply to Mr. Sterne testified as follows:—I am engaged in the dry dock and shipyard business; I repair boats; the Union Dry Dock Company build ships and repair ships for other parties outside of their own corporation; I have been in business twenty years; we used to have some large shipyards here—four or five, up to 1873; since that time have felt that the Union Dry Dock Company have hurt my business by their being connected with powerful corporations; they pay their men the same price that we pay ours; these two corporations have been the only prosperous builders during the past five years; I object to railroads coming in and hurting my business; they have shipyards, dry docks, planing mills, blacksmith shops and saw mills; they do planing and blacksmithing for others than their own corporations.

To Mr. Shipman—There has been no shipbuilding in Buffalo, except tugs and small boats, since 1873; the building has gone to Cleveland and other places; have had contracts with the Union Dry Dock Company; on one contract they made special rates with the Anchor line and run it for four months before I knew of it; the planing mill of the Dry Dock Company has done work for me; they, the Erie road, keep the planing mill to make money out of it; they do blacksmithing for any one outside of their own work; they come in competition with me every day; the superintendent of the dry dock company is also superintendent of the steamboat company and he influences and gets business away from us.

To Mr. Hepburn—The superintendent is a smart and active man and his patronage is very large.

TESTIMONY OF AN OLD SHIPBUILDER.

Captain F. H. Jones was the next witness. He testified as follows:—I am a shipbuilder; have been in business in Buffalo during the past forty years; have noticed the falling off in the business; think it is caused by the freight discrimination; the falling off in shipbuilding has been since the panic of 1873; the steamers make two trips to the sailing vessels' one; all the westward and all the valuable freight is carried by the railroad fleet; the harbor at Buffalo is better to enter when there is a gale of wind than any other on Lake Erie; we do not fix the rates; we leave it to our agent in Chicago, who is a member of the Board of Trade; don't know what the railroad rates are; we deliver wherever we are directed; discharge all the grain at elevators; think that the shovelling can be done for $1 50 per 1,000 bushels; do not complain of the charge for elevating; have taken boats of grain from Chicago to Buffalo when I have not made a dollar, in hopes of getting a cargo of coal back again; canal boat trimming is worth $1 per 1,000 bushels; do not own any canal boats; have had a very large amount of Western traffic; attribute the falling off to the building of new railroads. The witness gave a history of boating on the lakes since 1859, which caused considerable amusement. The coal trade from Buffalo to Cleveland, Toledo and other Western points is immense; the Union Dry Dock Company have affected my business by bidding for jobs that I have bid for; I have had my vessels repaired at their dry docks; I have known them to saw for other shipbuilders; if the canal was wiped out the bulk of the business would go to the railroads; I speak of the Union Dry Dock Company being a powerful corporation, from the fact that it is backed up by the Erie Railroad Company.

To Mr. Hepburn—All other things being equal, the reduction of the rate would result to the benefit of the Chicago producers.

To Mr. Sterne—The canal equipment has not kept up with the increased business of the country; when the Baltimore and Ohio road was opened to Chicago was the time when these low rates on freights were originated.

To Mr. Shipman—Went to Tonawanda in 1866; the Union Dry Dock Company lost money upon the repairing of the barge Russell; bur sailing vessels go on 'Change the same as other vessels; if there was no toll a man would charge the same as if there were tolls.

MUSTARD SEED OR NOTHING.

Frank Perew was next sworn, and in answer to Mr. Sterne testified:—Am a vessel owner; do not own canal boats; used to own steamers; have been driven out by the railroad companies, as they went into the steam business; I then went into the sailing business; I could not get freight at the same rates that the railroads get it; I have been hauled away from the elevators to make room for the propellers—that is, adjourned for the time being; have been a shipper for the past twenty-five years; the free marine business has been hurt very much by these corporations—meaning the Union Steamboat Company; when they take freights from Chicago to New York by lake and rail for seven and a half cents per hundred I can't afford to do business; can't tell what the lake rate was when their rate was seven and a half cents per hundredweight; they could not make any money if they gave the railroad company forty-five per cent of the seven and a half cents per hundredweight; if the railroads made an arbitrary rate of one-quarter of a cents less per bushel to Milwaukee it would drive the bulk of trade from Chicago; when the freight rates go up on the railroads and lakes the dealer at Chicago pays so much less to the farmer; the rate in Europe is made independent of the price here; it also regulates the price of grain in New York; I used to buy wheat in the winter and store it in my boats; that would save storage; I sold to dealers in Rochester and at other points, but the railroads went into the business and I had to quit; the discriminations at Buffalo have hurt it very much; the whole State has been affected; I have carried at a loss in order to keep my vessel in good condition; that was in the summer months.

To Mr. Gluck—The city elevator handles 33,000,000 bushels.

To Mr. Shipman—I own an elevator; I am in the pool; I am to have a slice whether I elevate or not; I have only just gone into the business; the New York Central road gets the plum, and I get the little mustard seed.

Q. Don't you know that these combinations are very wicked? A. Yes, sir.

Q. Then why did you go into it? A. Self-protection; it was mustard seed or nothing.

To Mr. Sterne—The railroads get thirty-three, thirty-two and thirty-two shares apiece for their different elevators, and it finally comes gradually down to me; I get the three shares; before they got the patent shovel it took about eighty men to feed the leg of the elevator; Germans don't work at it; they can't stand the dust; the labor is done by Irishmen.

To Mr. Hepburn—There are from seven hundred to one thousand men employed in the elevating business; the railroad company won't take in my grain; they want the room for their own sailing craft.

To Mr. Gluck—There were 84,000,000 bushels of grain elevated here last year; the railroad elevators handled 38,000,000 bushels of this amount; of the 259 shares the railroad elevators have eighty-seven shares; my floater is not in operation now, but it draws pay all the same; the railroad elevators don't want me to run; I can make as much by not running, so I shut down; there is always shortage, at which end we don't know; but there is not as much leakage out of the elevators as there is leakage in.

GOOD CANAL TRAFFIC.

Niles Case was recalled. To Mr. Sterne he said:—Mr. Allen had a very large transportation line on the canal; the American Transportation line broke up and went to pieces; the break up occurred on the canal and the lakes at the same time; they had about two hundred boats; the Allen lines had as many as the Union Steamboat Company; have about five to ten canal boats that arrive in Buffalo per day from New York; the business was driven from the canal by the high rate of tolls; there was a time when we did not feel the high tolls; that was when the railroads were in their infancy; the canal tonnage has held its own during the past five years; there has been a very large increase within the last three years; my business has run down at times; I think the commerce of the country is increasing very fast.

By Mr. Grady—You don't mean to say that the canal is in good condition to-day? A. I do.

Q. Arn't there bridges falling down every day? A. That don't affect my business.

Witness was asked by the Chairman to furnish a statement showing the rate on the canal during the last season.

To Mr. Sterne—The canal does not make local rates now; the railroads do nearly all of the local business now; there is a large amount of freight shipped in the autumn from Buffalo to Syracuse, Rochester and Little Falls by canal; boats that load at Buffalo as a general thing load through freight.

The committee here took a recess until two o'clock.

COST OF ELEVATING GRAIN.

The committee met again at two P. M., and Niles Case was recalled. To Mr. Hepburn he said:—Half a cent per bushel is a large price for elevating; a quarter of a cent would be a fair price; have heard elevator men say that they would not want any better business; the elevators get one-quarter of a cent for the use of the steam shovel, the laborers the other quarter; it costs $5 per thousand bushels for the elevating, trimming, &c., of grain.

To Mr. Shipman:—The American Transportation Company ceased business many years ago; the high toll did not affect it; the American Transportation Company was made up of small companies; the Western Transportation Company stood the pressure; my canal business is principally through; In charge for local traffic just such prices as I can get; under the contract system the canal proved unnavigable about six or seven years ago, but it has got back into good shape; business probably would not have gone to pieces on the canal if properly managed.

THE EVIL OF SPECIAL RATES.

Amos A. Bissel, ex-Member of Assembly from Niagara county, testified:—I reside in Lockport; am in the canal transportation business; manage a number of canal boats; have been in the business twenty-five years; own thirty boats; business has been taken away from me by a system of special rates given by railroads to millers; I was shown and read a letter that a friend of mine received from the New York Central Railroad; he told me that he could not ship by me; if he did he would lose his special contract with the railroad company; the letter reads as follows:—

OFFICE OF THE N. Y. C. R. R.

To Mr. HOOPER—The road will take your freight at a rate of $25 per car if you ship all by rail; but if you ship by canal will take it away. G. ORDMANY.

To Mr. Hepburne—The letter was in type writing, the signature in writing.

To Mr. Sterne—That destroyed my business; carried half a million barrels of flour annually; don't carry a single boat load now; come to Buffalo for my business now; I was running on the canal at the same time as Allen; they did as well as I did; don't know why Allen left the canal; the American Transportation Company fixed the rates at the time; we had to go by their quotations; did considerable business in the package shipments; my boats were chartered by railroad agents at New York; carried freight for the New York Central and the Erie roads; carried most for the Erie; got three cents a hundred, or sixty cents per ton, and have had 4½ cents a hundredweight; got no local freight for Buffalo; they don't put any local freight on our boats; Buffalo don't get any of the low rate traffic that goes on the canal; we carry a load to New York in about twenty-five days; this business has been very large, but is not large now; I can't fight the railroads successfully; if they don't give me their freight I can't get it; freight is composed of everything; grocers' goods and stock for other dealers get no difference in classification; the highest I got this year was 4½ cents per hundredweight, or 90 cents per ton; I have always myself dealt with the Erie road; sometimes my agent dealt with the New York Central road; my boats lie in Counties slip, New York city; carts bring my goods to me; I make my contracts with the Erie company; a contract lasts only for the trip; when I haul in at Buffalo I go to the Erie's dock; deliver to them sometimes to their boats; at other times to their warehouses; we pay the same wharfage as others; we would have to come back light if we did not carry the freight offered; I have never discovered any special marks on the goods that were shipped to the Erie company; I experienced hard times from 1873 to 1876; in 1877 lost money; did not make a dollar during the whole year owing to railroad competition; since 1877 we have built up what we previously lost; we can't get freight to local points from here; railroad companies take it all at a lower price than we can.

To Mr. Shipman—Owned thirty boats three years ago; have since built some; during the last three years forty boats have been built at Lockport; deal with Robert Williams, the Erie agent in New York; the railroad companies give special rates and gather up all of the local freight; my canal rates fluctuate; we carry according to the market.

To Mr. Gluck's question, "What is the name of the party who showed you the letter that you have referred to?" witness objected.

By Mr. Sterne, to Mr. Gluck—Do you want to take away his special rates?

The Chairman ruled that the question must be answered.

RAILROADS CARRY ALL THE FLOUR.

A. B. Hooper—I used to run boats for the special purpose of getting local freight, but do not do so now, as I cannot get it.

To Mr. Shipman—Used to carry a lot of flour from Rochester to New York; cannot get it now; the railroad companies carry it; don't think they can carry it as cheap as I did; don't know what the railroad companies charge for transportation.

To Mr. Gluck—Have not built any new or employed any other boats to carry my freight; there is not enough of the business from Lockport to Buffalo to keep up the trade.

Captain Jones recalled. To Mr. Hepburn—In 1877 the manager of the Union Steamboat Company told me that he made money on his boats; one boat made $32,000; none less than $12,000; while I ran mine at a loss; the railroads got the preference on account of their superior tonnage; we cannot touch the package freight, as the railroad companies have superior facilities for speedy transportation.

G. P. Dudley was called, but did not appear; also W. C. Riddle and J. B. Gibbons.

SPECIAL RATES AGAIN.

Samuel Goodman was recalled.

By Mr. Sterne—Do you know anything about this contract with the Western Transportation Company? A. I do not; never have seen it; it has never been signed; I only say so, because I only know it from hearing Allen's testimony; if I remember correctly we are to receive the freight he brings from the West and carry it to New York for 45.32 of the through rate; that's about all there is in it; we are to carry all his West bound freight; we don't give him any preference.

Q. He is permitted to get as much business as he likes? A. Yes, sir; have got three agents in Buffalo; Mr. Standgoord is one of them.

Q. Who takes care of the cattle yard of the New York Central Railroad? A. L. L. Crocker has charge of the yard and Mr. Hoover has charge of the cattle business at Buffalo; the stock yards are leased; don't know to whom; there is no yardage charged; the lessee makes his living by selling feed for stock; Mr. Dutcher, I think, has the lease of it; don't know how long the lease has been in existence. The rebates to Schoelkopf and Matthews passed through my office; also the offices of the General Freight Agent, General Transportation Manager, Auditor, Assistant Auditor and Vice President.

Q. Then you can tell us in New York how much they amount to? A. I can. Dutcher has charge of all the stock yards.

To Mr. Shipman—The combined rate to Schoelkopf & Matthews on grain from Buffalo to Niagara Falls, and on flour from Niagara Falls to New York, is higher than the Buffalo rate; has been always; Schoelkopf's Mill has been up eight months; the rate is now six cents higher.

By Mr. Sterne—Now? A. Yes; it has lasted for the last sixty days; we have a contract with them at a quarter of a cent per bushel on grain and five cents on flour; we have an additional contract with them that we shall carry at three cents per bushel, which is to be paid us for terminal charges; the two rates combined make it a little higher; as far as my memory is concerned they have not paid less than fifteen cents per hundredweight; have not carried flour over our road for less than ten cents per hundredweight.

Q. At fifteen cents per hundredweight? A. Yes, sir; when Schoelkopf & Mathews paid forty-five per cent they paid as much as the Buffalo men.

Q. Have you carried grain at ten cents per hundredweight? A. Yes, sir.

Q. When the rate was fifteen cents per hundredweight at Milwaukee what was your schedule rate from Buffalo to New York? A. Fifteen cents per barrel to everybody; we paid seven cents per barrel for terminal charges at New York; that left us eight cents for carrying it from Buffalo to New York.

Q. Was it the same from Buffalo to New York as from Chicago to New York? A. No, sir; it was fifteen cents per barrel from Buffalo to New York.

Q. You don't mean to say that whenever the rate went down in the West you put it down to the Buffalo people correspondingly? A. We had to do it.

Q. If you tried to do that, what was the reason for keeping Schoelkopf & Mathews' rates secret? A. It was only done to keep it from the knowledge of other railroads; we did not want them to know that we had a contract with them or that we helped to build up that mill; it would not have been there if it was not for the contract.

Q. Why is it that the mills do not go up as that mill went up? A. Don't know of any mills that have gone down except those that have been burned down.

Q. Why was it important to keep it from the Erie road? A. They might have made a bid for it.

Q. So it was of great importance to you to keep the Erie from making a bid for that one mill? A. Yes.

Q. But it was not of the slightest importance to keep the Erie away from the whole Buffalo business? A. We did not care to have the Erie, Baltimore and Ohio, and the Pennsylvania Railroad to know our business, or anybody else except the State of New York and this committee.

Mr. Goodman to the committee—Boardman in his testimony said that they had an interview with Mr. Rutter and requested him to allow them to mill in transit, and that he (Mr. Rutter) said that unless they recalled their petition from the Legislature and withheld their advances on the pro rata freight bill he would not have anything to do with them; Mr. Rutter denies this as being untrue.

The Chairman to Mr. Goodman—We will give Rutter a chance to deny this in New York.

The committee adjourned after giving a vote of thanks to the president of the Board of Trade, to the Collector of the Port for the use of rooms and to the people generally.

The full committee meet in New York, on October 10, at the Fifth Avenue Hotel. The sub-committee, consisting of Messrs. Hepburn, Noyes and Torry, meet at Utica, to investigate the Black River road, on Thursday morning.

TALMAGE'S RETURN.

Recollections of a Trip the Brooklyn Pastor Considers Enjoyable.

BUT NO TASTE OF IRISH WHISKEY

Although He Thinks Old Ireland a Delightful Spot.

"A FINANCIAL SUCCESS--THAT'S ALL"

The Cunard steamer Bothnia arrived last evening with the Rev. T. Dewitt Talmage, Mrs. Talmage and Miss Talmage. Major Corwin and a numerous party of Dr. Talmage's ardent church friends and admirers had gone down to Quarantine in a special tug for the purpose of extending a hearty welcome to the Brooklyn pastor and to save him a disagreeable night on board the steamor off Quarantine by taking him off to his home at once. Although it was long after nightfall and the health officer would not board the steamer until this morning at sunrise the plan was carried out by special permission of Dr. Vanderpool, and Dr. Talmadge was carried off triumphantly on the tug. The scene of greeting the Brooklyn shepherd by the chosen of his loving flock was most intense, and the reverend gentleman had quite enough to do with shaking hands, expressing his delight at being home again, answering the innumerable questions of the swarm of reporters which had also gone to Quarantine to meet him. With a HERALD reporter Dr. Talmadge held the following conversation:—

"AN IMMENSE SUCCESS."

"Do you regard your trip as a success?"

"An immense success," Dr. Talmage replied, stroking his florid, auburn side whiskers, which seem to have assumed a British mutton-chopy appearance since his sojourn in England.

"How many times did you preach and lecture in England?"

"Ninety-six times in ninety-four days. I preached to every large city in England, Scotland and Ireland, except in Limerick."

"And what objection was there to Limerick, Doctor?"

"Oh, no objection, except that I had no time—that was all."

A MAGNIFICENT TIME IN IRELAND.

"Which part of your trip did you enjoy most?"

"Oh, I had a magnificent time in Ireland. It is a lovely country—a most lovely country. Belfast I found to be a fast growing, pushing city, the Chicago of Ireland, and going ahead with a rapidity of progress truly astonishing."

NO DEMAND FOR WHISKEY.

"Did you try the celebrated Irish whiskey?"

Dr. Talmage laughed and said:—"I have no doubt it was good and deserves all its celebrity, but I had no demand for it."

"Here is my route," the Brooklyn pastor said, handing to the reporter a printed schedule headed "Dr. Talmage's Route, Embracing All the Leading Towns of Great Britain. Some of the days were marked "reserved" and others "rest," but Dr. Talmage quietly said:—"Where it says 'reserved' I took off the reserve, preached or lectured all the same, and where it says 'rest' I didn't rest. When I got to London I found about four thousand invitations awaiting me to preach or to lecture, and wherever I went I had the most cordial welcome."

"You found no prejudice against you on account of your being an American?"

MYSELF AND THE NATION.

"None in the least. I found the feeling toward us Americans very kind and genial everywhere. Wherever I spoke the presiding officers always spoke of me and the nation I represented in the kindest spirit."

"Did you meet many of the nobility?"

"Oh, their homes were open to me. I met the aristocracy as well as the common people and felt equally at home among both. Indeed, my four months' absence was a continuous satisfaction."

It was noticeable how quiet and subdued the reverend gentleman's manner was in giving these impressions of his European trip as compared with the turbulence of his pulpit manner.

"We had a very pleasant trip," Dr. Talmage said, as the conversation turned on the voyage just concluded, "except that just as we left Queenstown we encountered a bad equinoctial storm, which lasted fully forty-eight hours. After that it was as quiet and gentle as possible."

IMPRESSIONS OF ENGLAND.

"Did you find much business depression among the English people?"

"Yes, and I was particularly impressed with the crowded state of the country, for which emigration to America appears to be about the only practical relief. The great problem there is how to get rid of this vast surplus population of a country containing more people than the country can support."

OUR PIETY NOT BEHIND ENGLAND'S.

"Did you find as much churchly piety in England as here?"

"I found the piety of the English people as thorough as it is here, even more so, for the English are a more church-going people. A larger proportion of the English people attend church than do here. Their religious papers have larger circulations than ours."

"Did you see any of the noted men of England?"

"Yes, I met John Bright, who was full of interest regarding America, and had, as usual, all sorts of questions to ask about our progress and condition; who is certainly one of our staunchest friends Earl Kintore. I met also one of the ablest of the Scotch peers—the Marquis of Townsend. At Southampton I was the guest of Canon Wilberforce, the grandson of the emancipator and a man as able as was his grandfather."

"There were some violent attacks on you in the English papers."

Dr. Talmage laughed and said, "I saw none. Everything I saw was extremely pleasant. It could not have been more so."

THE FILTHY LUCRE'S ATTRACTION.

"One of your London newspaper censors spoke of the many hundred pound fees which the unfathomable guilfbility of the British public had turned into your pockets. What is there in that?"

Here an expression of unctious and deep seated satisfaction spread over the stern, Puritanic face of the Brooklyn pastor. "Well," said he, "I shouldn't like to say much about that, for I'm afraid it would look like forcing my private matters before the public. All I should like to say on this point is simply that my visit was a financial success—a financial success—that's all."

VIRTUOUS INDIGNATION OVER THOSE TICKETS.

"Was admission charged to your sermon?"

"Admission?" Dr. Talmage took up the query with a tone of indignant surprise. "Oh, no."

"Were those tickets ever sold for your sermon?"

"Well, now, let me see, I believe that there were such immense throngs attracted to my sermons that, unknown to me" (this was said very emphatically), some tickets were sold, but (and here the pastor raised his voice to a dramatic pitch) always with my disapproval."

"What did you do to stop it, Doctor?"

"I opposed it bitterly everywhere where it came under my notice. The fact was that in many places only a quarter of the people who had come to hear me could get inside the buildings, and that was a great temptation to sell tickets, but, as I said before, I was always bitterly opposed to it."

"But admission was always charged to your lectures?"

"Yes, in that report it was just as it would have been here. The way I came to lecture in England was this—the Leeds Young Men's Christian Association invited me to deliver forty-five lectures in England."

WHERE THE GOLD CAME IN.

"I told them I would not think of undertaking that. (Pause.) I didn't know how tired I would be when I got to England. (Pause.) I didn't know how the sea would affect me; but I told them finally I might deliver ten lectures. But the invitations, when I once started, increased so fast and were so pressing that it was impossible to stop. In the ninety-six days which I spent preaching and lecturing in England I think I travelled about eight thousand miles. Major Pond and another secretary were with me and took all care and anxiety off my hands, as far as securing hotels and answering my immense correspondence was concerned. In Agricultural Hall, I suppose, I had the biggest audience I preached on Sunday to 20,000 people; next evening I lectured to 15,000 people, all of whom paid admission."

"Was this not a great strain upon your voice?"

"It was perpetually an utmost test of voice, for the places in which I spoke were generally vast rinks or halls specially erected for the purpose, and in some I preached in the morning and lectured at night. On my last Sunday night in Liverpool I preached to 10,000 people, and the Friday night before I had lectured there to about the same number of people."

"Then you must have been indeed gratified with your success?"

THE PASTOR'S MODESTY.

"Oh, I had a most delightful time. (Modestly.) Of course, others could tell the story better. It hardly behooves me to dwell on what I did."

"Did you see much of the family life of the English people?"

"THE SANCTITIES OF A HUNDRED YEARS."

"Well, I saw undoubtedly the best homes in England,