Richmond Dispatch.

WEDNESDAY...SEPTEMBER 27, 1882.

THE NEW ENGLAND FAIR.

Richmond and Southern Exhibits Fully Described.

Origin of the "New England Manufacturers' and Mechanics' Institute," and Its Supposed Rivalry With "The Massachusetts Charitable Mechanics' Association"—Richmond Manufacturers' Exhibits—What the Railroads Show for the South—Boston's Friendly Feeling for Richmond—A Northerner's Injunction to "Go South, Young Man"—All Pleasantly Narrated by a Richmond Boy.

[Correspondence of the Richmond Dispatch.]

BOSTON, September 21, 1882.

As everybody here knows, the New England Fair was not ready for the public so soon as had been expected. Even up to the present time workmen have been busy putting up machinery and arranging their exhibits; but now undoubtedly everything is in full blast, and bids fair to be as much of a success in its attendance as it is in its attractions. The New England Manufacturers' and Mechanics' Institute is generally known or supposed to be a rival or offshoot of the Massachusetts Charitable Mechanics' Association. For the purpose of

GETTING AT THE TRUTH

of this your correspondent visited Mr. John F. Wood, the treasurer and superintendent of the former institution, from whom he gathered the following facts:

In 1770 a number of the mechanics—that is, the bosses—of Boston—met together at the Green-Dragon Hotel, which was then near Hanover and Union streets, for the purpose of devising a remedy for what was there stated to be a "crying grievance," inasmuch as many apprentices who had bound themselves for the full term of seven years, after four or five years would leave their former masters to work for increased wages with their rivals. They then and there promised and agreed not to employ such runaway apprentices. Paul Revere, then a leading silversmith of New England, was made the first president. This was the origin of

THE MASSACHUSETTS MECHANICS ASSOCIATION

in 1795. As the society grew larger and its members wealthier, being aware of their individual liability, they in 1795 applied for a charter under the above name. The Legislature refused, answering, in substance, "we are not sent here to catch your runaway apprentices." Each succeeding year they applied, and met with the same refusal until 1806, when they added the mutual aid element for the benefit of disabled mechanics and the family of dead ones. This time they were granted their charter, but compelled to insert the word charitable, and to-day they are known as

THE MASSACHUSETTS CHARITABLE MECHANICS ASSOCIATION.

In 1837 they held their first fair in Quincy Hall. Their charter had given them no such right, and a great many members objected on the ground; but some of the most prominent ones having guaranteed the Association against loss, their consent was gained. This fair being successful financially, they continued to hold them in Quincy Hall about once in four years, but with no particular regularity, and always only with a view to raising funds. There being a great deal of dissatisfaction about the management of the Association, and a growing desire to have annual exhibitions of a more liberal and representative character, a committee was appointed in 1869 to see and report regarding

THE PURCHASE OF LAND

and the erection of a more commodious and suitable building. This committee, being thoroughly apathetic, made no report until 1873, when they said they could find no suitable land. About this time they asked the city for the commons. There was a sharp fight, and as the result of a compromise the city gave them a piece of ground opposite the Providence depot, now occupied by the emancipation monument, where they held a temporary fair. This had not the effect, however, of appeasing the dissatisfaction, which continued to grow both inside and out of the Association, until finally there was a call issued for such persons as were supposed to be holding worthy and adequate exhibitions in the city of Boston. This meeting was largely attended, as were three following ones, the last of which was held in Young's Hotel, where the stock-subscription book was opened. The stock was rapidly taken up by the manufacturers and mechanics of New England, so that on the 16th of April, 1878,

A CHARTER

was obtained under the name of the New England Manufacturers' and Mechanics' Institute. Its officers and Executive Committee now embrace many millionaires, and its membership twelve hundred of the leading men of this section. When the old Charitable Association could no longer be oblivious to the desire for annual fairs they were stirred to some action by its then officers, but it was not until after the New England Institute had made a call upon its stockholders, bought 400,000 square feet of land, adopted plans for a building covering 217,800 square feet of that space, and actually commenced building, that the Association bought a smaller piece of land—110,000 square feet—and started what may be called

A RIVAL INSTITUTION.

So said Mr. Wood. You see, we were the first to say we would hold annual exhibitions; the first to secure our land and commence building. We finished first, and we held the first fair. And now, said he, I will tell you why we were behindhand this year in our fair. Owing to certain causes the old Association had degenerated into a political machine, and its presidency has in several instances been a stepping-stone to the mayoralty of Boston, and the superintendent of streets feeling that his allegiance was due there, as being the party which placed him in office, neglected up to a few days before the commencement of our fair to extend Huntington avenue to our building, as he had been directed to do many months before. As a consequence our exhibitors could not get here. The streets were blockaded and wagons stuck in the mud. I went before the chairman of the Committee on Streets myself to have the grievance corrected, and as a result you see we have now a fine approach with horse-cars running every few minutes right up to our door. Now we will begin to advertise for visitors and to present outside attractions, such as pyrotechnical displays, concerts, &c. The fair is already

A SUCCESS.

"Where," said he, "did you ever see such a collection of engines, of boilers, of weaving machinery, looms, and electric lights? Where such a southern exhibit or such a collection of art? Now we will have the attendance. Never fear for that." And with this your correspondent bade adieu.

THE RICHMOND EXHIBIT

is all together, occupying a prominent position, which catches your eye upon entering the building. It was chosen with great taste and with great forethough, and now, if any one despairs of Richmond, let him come to Boston, look, be proud of her, and take courage. The two finest exhibits in the building are those of P. H. Mayo & Brother and Allen & Ginter, the first of which is made in the design of

A FORTRESS AND FLEET.

The fort has a front of about fifty feet, is twelve feet high, and mounted with six heavy smooth and rifled guns, with one thirteen-inch mortar in the centre. By the side of the cannon are over three hundred shot and shell displayed in pyramids. The fleet, which anchors just in range of the fort, is composed of a large, full-rigged man-of-war, "The Valiant," with two iron-clads, "The Cambridge," and "The Eglantine." The whole thing is made of tobacco, and contains 175 full-size boxes of samples of their regular brands of tobacco, forming the walls of the fort, with about thirty-seven miles of spun or twisted work in the shape of the fleet, armament, signs, columns, and drapery. The design was originated by them and made in their factory, costing, I am credibly informed, about eight thousand dollars.

ALLEN & GINTER

have beautiful samples of all their brands of smoking tobacco and cigarettes. Here is their handsome glass case which has been all over the world. Mr. Cacey's pictures of "Our Little Beauties" and "Old Rip," mounted in tobacco pyramids of cavendish, elaborate glass cases, containing sponge- and fruit-cake in tobacco, Perique, Gem-mixture, Straight-cut, Old Rip, and Imperial Bird-Eye. Not content with this, they have a perfect model of their factory built entirely of cigarettes, and containing between eight and ten thousand of them;

A REVOLVING CASTLE OF TOBACCO,

with miniature guns of cigarettes. Their whole space is ornamented with beautiful photographs of their little beauties. They have tables prepared for twelve of their cigarette hands, which will soon be occupied, and will draw the largest crowd in the building. The Richmond Cedar-Works have

A PYRAMID OF BUCKETS,

tubs, churns, &c., twenty feet high, comprising 600 pieces. The wood and workmanship is highly complimented by good judges. The Randolph Paper-Box Company present an immense quantity of boxes and other druggists' materials, of qualities varying from an ordinary pill-box to puff-boxes of Parisian design and execution. H. M. Smith & Co. have in working operation Brinkop's lump-machine with Smith's improvement; also, their patent well fixture, straw-cutter, tobacco-box groover, two lump cutters, and a number of iron-back shapes. Haxall-Crenshaw Company an assortment of their brands of flour—Roseldale, Byrd Island, Crenshaw family, Amazon, Clara, Padeiro, and Tremont.

William T. King and Warner Moore, ground sumac; Mann Valentine, handsome case of meat-juice; J. Wildt, hair goods, curls, braids, &c.; Thomas Christian, ground glue; Cussons, May & Shepherd, druggists' labels; A. Hoen & Co., a magnificent collection of lithographs from their Richmond establishment.

THE RAILROAD EXHIBIT

here from the South is complete if not profuse, and cannot be overestimated in its value. There is an immense quantity of capital here in Boston on the earer lookout for investment. If it is not attracted by this display, then it is not governed by the laws of supply and demand. Of the Richmond and Danville collection you have already given a full notice, but that of the Chesapeake and Ohio railroad is equally worthy of attention. They have specimens of coke, iron-ore, limestone, flux, and pig-iron from the Quinnimont, Low Moor, Longdale, Fenel, and Victoria furnaces, with

WEST VIRGINIA COAL

from Hawk's Nest and the New-River district. The latter is said to be the best coal in the world for steam and cooking purposes, the coal carrying 72 per cent. of fixed carbon and the coke 95 per cent. Neller & Co., the largest steel concern in New England, say the only fault they have to find with this coal is that they can't get enough of it; indeed, the Chesapeake and Ohio cannot ship fast enough to supply the Boston demand. They have also sections of the veins of splint, cannel, and gas coal, from Cannelton, Coal Valley, and Fire creek. From the 10,000-acre tract of Colonel Woolfolk in Mt. Savage, Ky., are some curious and valuable specimens of

COAL AND IRON ORE,

the quality of the coal being such that it smelts the iron without coking, and the nature of the ore such that it smelts without flux; from the Preston & Wilson and the Estaline property, near Staunton, brown and red hematite; also coral marbles of all colors; fire-clay from Kentucky of such superior quality that chemists here pronounce it equal to French imported clay; manganese from Augusta; micaceous specular ore and iron pyrites from Tolerville, Va. From the latter article it is said

SULPHURIC ACID

can be made direct, and already a company has been organized with a capital of two million dollars for making it to use in connection with Kanawha-river salt for the manufacture of soda-ash, an article at present solely imported. This promises to be an enormous enterprise. I understand that Mr. William G. Crenshaw is at the head of the movement, which augurs for its success.

THE COLLECTION OF LUMBER

has called forth the commendation of many men in that business. Said Mr. C. W. Spurr, the famous paper-renewing man of Boston: "Here are specimens of walnut, cherry, and ash which would bring over $500 a thousand." Among the Richmond houses exhibiting with the Richmond and Danville railroad are Allen & Shafer, William B. Jones, and R. H. Dobbrell, who have samples of English, French, and continental tobacco. Boston, the bright Boston people are very

KINDLY DISPOSED TOWARDS THE SOUTH,

especially towards Richmond, and this feeling has been in a great measure brought about by the interchange of visits and other fraternal courtesies between the Knights Templar of the two cities. One also is also in the desire of reporters visiting here to do the southern exhibit complete justice. As yet there is no calculating the result to be obtained from this enterprise of our southern railroads. New England is thickly populated. As Daniel Webster said of New Hampshire, it is a good place to emigrate from. Said a prominent Boston man to-day in my hearing: "Heretofore I have always advised young men to go West; in future," said he, with a significant glance at the Chesapeake and Ohio exhibit, "I shall advocate their going South."

H. M. S., Jr.

Three Young Men Drowned by the Capsizing of a Sailboat on Lake Erie.

BUFFALO, N. Y., September 25.—The particulars of a distressing lake disaster are being circulated here to-day. Four well-known young men went out in a sailboat for a trip on the lake yesterday morning. One of the party, James Steward, returned to the city this morning from the neighborhood of Bay View on foot and in a most pitiable condition from exposure, having left his three companions dead in the water. The names of the unfortunate young men are James Conway, aged sixteen; James Wall, aged eighteen, and William Dugan, aged twenty-five, married, and residing on Mackinaw street.

PARTICULARS OF THE ACCIDENT.

The party left in a small boat about 7 o'clock Monday morning, and when four miles from land, a squall struck the boat, capsizing it. They held on to the sides for a while and then let go one by one, and were drowned. While clinging to the boat they were all very much frightened, and Stewart, who managed to keep his presence of mind, tried to calm them. He said that they continually talked of drowning, and were chilled through and despairing. The last one to go down was Conway, whom Stewart had in his arms for a while. He (Stewart) became thoroughly chilled and semi-unconscious, and when he awoke he found Conway had gone. He managed to paddle to the shore, a mile and a half from Bay View, about 1 o'clock this morning, and dried his clothes at a house near by. He walked the Lake Shore railroad track to the city, arriving here at 5 o'clock.

The Mormons in England.

LONDON, September 25.—Mr. Gladstone, replying to a correspondent, reiterates the declaration that he is unable to interfere with the operations of the Mormons in England, as he presumes that their converts go with them willingly.

The young man or woman who must forsake society because of mortifying freckles, tan, tetter, pimples, and itching excoriations of the face, should use some of Dr. Benson's Skin Cure. It cleanses the scalp and is good for the toilet.

Is It an Important Discovery?

BLUE FIRE SAID TO BE MORE POWERFUL THAN DYNAMITE.

[Philadelphia Record.]

In February last the pyrotechnic establishment belonging to Professor Samuel Jackson, at Chester, was destroyed, and a number of lives lost. Since that time the owner of the ill-fated place has devoted much time to learning the true cause of the explosion, and he believes that at last he has solved the mystery. In a small building attached to the factory proper was stored a number of stars made of a material known as blue light. It was this that detonated with such terrific force as to demolish the structure where they were stored. Professor Jackson yesterday told a *Record* reporter the result of his recent discoveries, which he claims will greatly benefit science, and show that a new force has been found for blasting purposes, which he believes is even more powerful than nitro-glycerine and half again of the power of dynamite.

"I have been making blue fire, such as caused this trouble, since 1844," said the Professor, "and never knew it to explode, detonate, or develop any extraordinary force until last February. Up to within a short time ago I was ignorant of the real cause of the disaster, but happening to read in an English paper of an explosion in New Zealand which was exactly similar, and there being an explanation of the subject, I set about to make experiments. In company with my counsel, Mr. Joseph L. Caven, Mr. John M. Broomall, and a dozen other gentlemen, I made a trip to Woodbury, N. J. Here a tube containing a couple of pounds of the blue fire was placed in the earth and a huge stone laid on top of it. The party went off a couple of hundred feet and the detonation was caused by electricity being applied to a percussion-cap. The effect was startling. The stone was shattered into fragments, a large hole was dug into the ground and a cloud of dirt and dust thrown into the air at least a hundred feet. At the second the detonation occurred Mr. Broomall turned to me and remarked: 'There! that sounded just the same as the explosion at your works at Chester.' At Mr. Caven's suggestion the same amount of powder was exploded under exactly similar conditions, but the result was nothing worth speaking of. A little gunpowder was placed in the top of the can of blue fire and it was exploded with about the same result as the previous one had been. Fire was applied to a can of the blue fire and it merely burned up.

"I repeated these experiments at Lakeside Park a few weeks ago, and gave a brief lecture, because I desired the public to learn of this discovery, more especially as there was no trial of a case against me and no opportunity afforded for making it public. It has been learned that concussion will cause a detonation of the blue fire, and this is more especially the case where the latter has been subjected to intense heat. Had the firemen kept away from the small building at Chester the chances are that it would not have exploded. A dash of water on the cans containing the blue fire would have converted the water into hydrogen gas, and thus caused the concussion, especially as the mass had been in a free state, caused by the burning of the other building. A direct stream of water would not possibly have resulted in a detonation. By the aid of a percussion-cap or the concussion of a little powder the blue fire can be exploded just as readily, wet or dry. It is safer than nitro-glycerine, because if it falls to the ground there will be no explosion. One can strike a mass of it with a hammer, and only that portion directly struck will detonate, and then only slightly.

"At the New Zealand accident a chemist had prepared some blue fire, which he found had not been correctly compounded, so he sent an assistant into the yard to destroy it. He set fire to it, and left it for a moment. During his absence his wife came along with a bucket of water, and dashed it in the direction of the burning chemicals. The result was a most frightful explosion, which tore out the woman's arms and one leg and otherwise mutilated her. All the glass for blocks around was shattered. The similarity between this accident and the one at Chester was so great as to lead at once to the belief that the spray from the firemen's hose had produced the concussion, and the result was the detonation and its consequences. The safe place for these stars hereafter will be in the magazine. It is strange that in the long years that this blue fire has been in use it has never been known to cause any trouble before."

Cruelty on the High Seas.

A SAILOR'S STORY OF THE TYRANNY OF BRUTAL OFFICERS ON SHIPBOARD.

Adolph Baumgart, a native of Switzerland, appeared at Castle Garden Monday and made complaint against Captain Hamilton and the officers of the ship Undaunted, of Bath, on which he recently came from Havre. Secretary Jackson, after listening to his story, advised him to go to the United States authorities for redress. Baumgart stated that early in August, while in Havre looking for work, he was approached by a man who offered him a passage to America and pay at the rate of $18 per month. He accepted the offer, and was shown to the American ship Undaunted, which was about to sail for this port in ballast. She left Havre on August 12th with a crew of thirty-five men, all told. The majority of these seemed to be green hands, and at least fifteen had been brought on board by the same officers which had tempted Baumgart. The men, who were of different nationalities, were treated, he said, in a horrible manner. Hardly any food was given them, and they were obliged to work night and day. Scarcely a day passed that some of the men were not beaten. One Frenchman was slung up by a rope and beaten until he was almost dead. Baumgart himself was beaten so badly that his body still shows the marks of the blows. The majority of the men could not speak English, and when they failed to understand the orders of the officers the latter would strike them in the face and beat them with sticks and ropes. A Swede named Carles A. Chelson fell down the hold and sustained injuries from which he died. When the Undaunted reached port on the 18th instant the green hands asked for the pay which had been promised them. The officers laughed at them and told them that they could go. Baumgart and the remainder of the green hands were discharged a few days ago. All of them were destitute, and the majority, like Baumgart, were still suffering from the effects of the hard treatment which they had received on board the Undaunted.—*New York Times.*

The School Troubles in Washington City.

(Special to the Cincinnati Commercial.)

WASHINGTON, September 25.—Speaking of the vexed question as to whether the children of colored residents of the District would be admitted to the public schools heretofore reserved for white children, the *Critic* says to-night, after referring to the admission of the children of Mr. Gregory, a colored man, to Prescott School, heretofore a white school, on the order of a colored school trustee:

The action of General Birney in deciding to let Mr. Gregory's children remain in the Prescott school has not been endorsed by the Board of Trustees, and it remains to be seen whether it will be. In the mean time, the residents of the county who have children entitled to attend the Prescott school are not satisfied with his decision, and do not propose to accept it as final, but will carry their grievance to higher authority—the Commissioners. Their children will not be permitted to return until the latter make their decision, and if General Birney is sustained in permitting colored children to remain in a school created and supported for white scholars, then the whites will retire and leave the others to enjoy the full and undisturbed benefits of both white and colored schools in the county.

HORSFORD'S ACID PHOSPHATE IN CONSTIPATION.—Dr. J. N. Robinson, Medina, O., says: "I have used it in a case of indigestion and constipation, with good results. In nervous prostration its results are happy."

TELEGRAPHIC NEWS

TO THE DISPATCH FROM ALL POINTS.

The Tariff Commission at Charleston—Acquittal of Alleged Murderers in North Carolina—Scoville Files a Cross-Bill for Divorce from His Wife—Inquest in the Case of the Wreck of Sell's Circus Train—Heavy Failure in Kansas—Suspension of a Boston Dry-Goods House—The Presidential Succession in Mexico—Bulletins for United States Senators in Oregon—Death of the Archbishop of Seville—Serious Accident in Pittsburgh—The Yellow-Fever—Attempted Escape of Convicts—Egyptian News—Other Foreign Notes.

Terrible Storm on the Seaside.

[Special telegram to the Dispatch.]

NORFOLK, VA., September 26.—The equinoctial has kept up steadily for several days, but was fairly raging here to-day, and to-night disasters are reported in Chesapeake bay, and a terrific storm is outside. Various steamers are unable to put to sea. Water is forced up immensely in the harbors, and the lower streets and wharves are flooded.

The Tariff Commission at Charleston.

CHARLESTON, September 26.—Four of the Tariff Commissioners—Messrs. Hayes, Boteler, Garland, and Oliver—arrived here last night from Savannah, and Mr. Porter this morning from New York. They held a session to-day in the rooms of the Chamber of Commerce. After some remarks from Mr. Hayes as to the object of the commission, a short address was made by S. Y. Tupper, president of the Chamber of Commerce. He was aware, he said, that the country must have a tariff for revenue. There was no such thing as free trade in a commercial country. Free trade was an absurdity, a misnomer, a deception. He ventured to express the sentiments of the Chamber and of the commercial community of Charleston by saying that while they were in favor of a tariff for revenue, they desired the protection of American industries to that extent. The shipping interests of the country should also be protected, even by reasonable subsidies to ship-builders and ship-owners. What was wanted in South Carolina was incidental protection to its growing manufactories and to its agricultural interests. The rice culture was a very important matter in South Carolina. The bank of farmers and planters along the seaboard derived their support from rice culture. It gave support to 50,000 operatives in the field, nearly all of whom were colored. Mr. Tupper had no specific recommendation to make as to the tariff.

Theodore D. Jervey, commission merchant, made an argument in favor of the maintenance of the duty on rice. He did not desire any increase, but thought that the assurance of the stability of the present rate would increase the area planted in rice. As a merchant he expressed the opinion that the consumer would be benefited by a reduction of the duty.

W. L. Trenholm, merchant, expressed views similar to those of Mr. Jervey. He said that he was a free-trader, but so long as the present policy of protection is followed, he favored the present duty on rice.

J. R. Bissel, rice-planter, expressed views similar to those of Jervey.

Edward Willis made a statement as to the phosphate interests of South Carolina, and declared himself satisfied with the present duties.

A. B. Rose, president of the Agricultural Society of South Carolina, said that the farmers of the state would be glad to have their agricultural implements and cotton-ties admitted free of duty. He had recently purchased a narrow-gauge locomotive which he might have obtained abroad fifty per cent. cheaper but for the import duty.

Mr. Oliver: "I suppose that manufacturers of locomotives should make that same statement as to rice?"

Mr. Rose: "I suppose they would be right in saying so."

G. M. Pollitzer made an argument in favor of the reduction of duties on salt.

W. S. Hastie, stock broker, declared that the people of South Carolina did not desire any changes in the tariff. This was the first time in the history of the state when they really felt interested in the tariff. Many cotton factories were being established, and much capital invested on them. The interests of South Carolina were now identical with those of Massachusetts. They were prepared to take the tariff as it is, and could succeed with it as well as any other State in the Union, but they wanted permanence.

The commission left here this evening for Wilmington, N. C.

Washington Items.

WASHINGTON, D. C., September 26.—The Comptroller of the Currency announces that he has declared a final dividend of 9 per cent. in favor of the creditors of the First National Bank of New Orleans, making in all dividends of 70 per cent. The aggregate amount of claims is $1,155,962.50, and the amount of the present dividend is $100,406.62, which is to be distributed among about five hundred claimants, and is payable at the Treasury Department by the Comptroller to holders or the receivers of certificates upon presentation properly assigned.

Acting-Secretary-of-the-Treasury New has ordered the Assistant Treasurer at New York to redeem without rebate of interest on Wednesday of each week until further notice the bonds embraced in the one hundred and sixteenth and one hundred and seventeenth calls to an amount not exceeding five millions of dollars in each week.

The attention of the Agricultural Bureau has been drawn to the statistics of the cultivation of rice in the United States in 1881 as given before the Tariff Commission at Savannah yesterday, and the following facts and comments have been elicited: The number of acres reported in rice in the United States by the census of 1880 was 174,173; number of pounds produced, 110,131,373 of clean rice—an average production of 632 pounds per acre. The average of Georgia was 41,573, which is about one fifth of total area in rice. South Carolina had 78,388 acres and produced 52,077,315 pounds, or nearly half of the total production of the United States. In the census year the number of cultivators was far less than the number of acres, while at Savannah the number of persons interested in this cultivation was stated at 150,000 against 155,000 acres under cultivation—5,000 more people than acres. While a witness at Savannah puts the number of acres under cultivation in 1881 at nearly twenty thousand less than in 1880, he states the product for 1881 was eleven million pounds greater than that of the previous year.

Attempted Escape of Penitentiary Convicts in Texas.

GALVESTON, September 26.—The *News's* Huntsville special says: "This morning about sunrise five convicts tried to escape by crawling through a large sewer leading from the penitentiary-yard. They were seen by the guard on the wall, who fired, killing one and wounding another, and two others were soon captured. Dogs are now trailing the fifth one. This is the third attempt to escape this week. Out of the nine who tried to get away then one was killed, two wounded, and five recaptured."

Fall of a Gallery in Pittsburgh.

PITTSBURGH, September 26.—Shortly after 9 o'clock last night the west gallery of the Exposition building gave way and a number of persons, with a piano and two organs, were precipitated to the floor, a distance of thirty feet. Seven persons were injured—two probably fatally. One organ was demolished and other instruments badly damaged. About the same time a rushed outside the building on which a number of people had gathered to witness the fireworks fell, and two persons were badly injured.

CAPE TOWN, September 26.—Cetewayo has arrived here. The small-pox is spreading.

The Yellow-Fever.

NEW ORLEANS, September 26.—The *Picayune's* Pensacola special reports fifty-five new cases of yellow-fever, but only two deaths. Nearly one half of the contributions received and expended for the benefit of the sufferers came from Mobile.

A *News* Matamoras special says the sickness is slightly on the increase in Matamoras, and there are several serious cases.

The report at 10 A. M. from Brownsville shows a rapid decrease of the epidemic there, but there are twelve new cases, of which eight were pronounced yellow-fever, and one death. Two hundred and ninety-two persons were furnished aid by the Relief Committee.

At Port Isabel four new cases and one death of fever have occurred since the epidemic commenced. In the garrison there have been thirty cases and five deaths. Some cases of fever are reported at Victoria, Tamaulipas.

BROWNSVILLE, TEXAS, September 26.—The few cases of fever now here are confined entirely to the outskirts of the city. The river is falling, and the water is running off the streets. The steamship Harris carried off all detained mails yesterday. The people complain about not receiving the mails. The weather is pleasant.

The Circus-Train Wreck.

LOUISVILLE, KY., September 26.—The inquest on the bodies of the men killed by the wrecking of Sells's circus-train developed the fact that on a train of twenty-one cars were but four breaks. Coming down a grade of seventy-two feet to the mile the train became unmanageable and run with such speed that the track either spread or something broke and fell on the track, causing the cars to jump the rails. Sells had removed the breaks from the cars to facilitate loading the wagons. Besides the three killed, two or three out of the fourteen wounded are expected to die.

Burned to Death in the Presence of His Family.

CHICAGO, September 26.—In the town of Lake yesterday a barn and match factory, owned by Anton Krieger, caught fire. Krieger, in rescuing his horse, was either kicked by the animal, or being overcome by the smoke, was burned to death. His death-struggles were witnessed by his wife and family of six children.

Alleged Murderers Acquitted.

PETERSBURG, VA., September 26.—Knowledge Clarke, Gus. Wilkins, Davy Clark, and Harry Hyman, four negroes who have been on trial in the Superior Court of Halifax county, N. C., for the murder of a young man named Henry Johnson, have been acquitted. The murder was committed at Scotland Neck, N. C., a short while ago.

Acting Secretary of War.

WASHINGTON, September 26.—General Sherman will return to Washington next Wednesday, when he will be commissioned Acting Secretary of War. This will be the first time that an army officer has received such commission, it having been impossible until the law was changed in the last legislative appropriation bill.

The Oregon Senatorship.

SALEM, OREGON, September 26.—A ballot for United States senator was taken yesterday and resulted as follows: Mitchell, 41; Prince, 30; W. Carey Johnson, 16; scattering, 23. Six Democrats voted with the Mitchell men. The second ballot was the same as the first. The Legislature then adjourned till to-day.

A Strike Ended.

DETROIT, September 26.—The strike among the iron-workers at Wyandotte is at an end. It has lasted ever since the Pittsburgh strikers went out last spring. The men return to work at the old scale of wages.

Go to Work or Go to School.

BOSTON, September 26.—The boys who struck at the Somerville Glass-Works on Monday for an increase of pay all returned to work to-day under the threat of the chief of police that he would make them go to school.

The Scoville Divorce Case.

CHICAGO, September 26.—George Scoville, of Guiteau-trial fame, has filed a cross bill for divorce from his wife on the grounds of adultery and evil associations. As specifications to the latter charge, he asserts Mrs. Scoville is intimate with George Francis Train and Dr. Mary Walker.

Suspension.

BOSTON, September 26.—The wholesale dry-goods house of Wellington Brothers & Co., of this city, suspended payment to-day. An assignment of its business and property has been made to Samuel Rindge, David Nevins, and Joseph S. Kendall. No statement has been made public.

Failure of a Hardware Company.

NEW YORK, September 26.—An Atchison (Kansas) special announces the failure of the Western Hardware Company, of which W. W. Marbourg is president. Liabilities, $200,000; assets, $150,000.

Plated-Ware Factory Burned.

NEW HAVEN, CONN., September 26.—The plated-ware factory of Maltby, Stevens & Curtis, at Birmingham, Conn., was burned to-day. Loss on stock and machinery, $150,000; insurance, $55,000.

The Presidency of Mexico.

CITY OF MEXICO, September 26.—The adoption is formally announced by Congress of a constitutional amendment declaring that in the event of the death or removal of the President his successor shall be the senator who presided over the Senate during the month preceding the vacancy. When the Senate is not in session, the president of the permanent committee will succeed. In case of a permanent vacancy, elections are to be called immediately. Hitherto the Chief Justice has been ex-officio Vice-President.

Egypt.

LONDON, September 26.—An Alexandria correspondent, commenting on the circumstance of Sir Edward Malet riding in the same carriage with the Khedive to the railway station yesterday morning, says this is the first time in Egyptian history that such a special honor has been accorded to a foreign consul on a state occasion. The correspondent reports that flags were displayed yesterday in Benhra, Santah, and Damanhour in celebration of the Khedive's return to Cairo.

The *Daily News's* Cairo correspondent estimates that 150,000 persons witnessed the Khedive's entry into that city yesterday. He states that at the house of M. de Lesseps there was no display of bunting nor any decoration whatever.

The *Times's* Berlin correspondent foreshadows a closer connection between England and Germany in regard to the Eastern question.

A dispatch from Alexandria says: "The Government proposes to establish a municipal city here, in which Europeans will be represented."

CAIRO, September 26.—The Khedive yesterday evening drove for an hour through the illuminated streets, and was well received. The Khedive will bestow upon General Wolesley the grand cordon of the Order of Osmanli.

CAIRO, September 26.—A grand reception was held at Ghezireh palace to-day by the Khedive. Nearly a thousand representatives of different villages were present. The Khedive refused to receive many implicated pachas and beys who came to profess loyalty, and warned the ulemas and other high personages that they would be severely punished if they relapsed into disloyalty. The principal British officers, with their staffs, were present. General Wolseley, however, was indisposed and unable to be present.

A Cruel Decree.

PEKIN, CHINA, September 26.—An Imperial decree has been issued ordering that the father of the King of Corea be kept for life under guard at Pas Ting Fa.

Death of an Archbishop.

ROME, September 26.—The Archbishop of Seville is dead.

FINANCIAL.

RICHMOND STOCK EXCHANGE.

TUESDAY, September 26, 1882.

SALES—FIRST BOARD.—6,000 Virginia peelers at 35; 200 Richmond and Danville Railroad debentures (R. C.) at 76; 5,000 Richmond, York-River and Chesapeake Railroad 8's at 112; 10 shares Atlanta and Charlotte Railroad stock at 72, 15 do. at 71½, 10 do. at 71¾; 10 shares Richmond and Alleghany Railroad stock at 20; 100 shares Richmond and West Point Terminal Railway and Warehouse Company stock at 6⅛; 1,000 Columbia and Greenville Railroad second 6's at 80½.

SECOND BOARD.—10 shares Charlotte, Columbia and Augusta Railroad stock at 52½, 10 do. at 52¾; 10 shares Atlanta and Charlotte Railroad stock at 71½.

STATE SECURITIES.	Bid.	Asked.
Virginia 10-40's, J. and J.	42½	43
Virginia consols, J. and J.	59	...
Virginia peelers, J. and J.	35	35½
Virginia deferred, J. and J.	10	...
Virginia interest certificates	28	33
Virginia tax-receivable coupons	59	61
Virginia tax-receivable 10-40 coupons	63	67
North Carolina 4's, J. and J.	77½	78
North Carolina 6's	104	...
CITY BONDS.		
Richmond city 8's, J. and J.	129	130
Richmond city 6's, J. and J.	113	113½
Richmond city 5's, J. and J.	103½	104½
Petersburg city 8's, F. and A.	115	...
Petersburg city 5's, special tax	115	...
Petersburg city 6's, F. and A.	101	...
Manchester 8's, tax-receivable coupons, M. & N.	100	...
Manchester 6's, tax-receivable, J. & J.	90	...
Danville city 8's	...	125
Danville city 6's	...	103
RAILROAD BONDS.		
C. and O. 6's, 1908, J. and J.	85	...
C. and O. 6's, 1918, J. and J.	52	...
C. and O. gold 6's, 1898, J. and J.	103	...
C. and O. gold 6's, 1887, J. and J.	100	...
Va. and Tenn. 2d mort. 6's, J. and J.	101	...
Va. and Tenn. 3d mort. 6's, J. and J.	123	...
Col. and Green. 1st mort. 6's, J. & J.	99	100½
Col. and Green. 2d mort. 6's, A. & O.	86½	86¾
Virginia Midland income 6's	...	71½
Piedmont 1st mort. 8's, A. and O.	111	112
Southside 1st mort. pref. 8's, J. & J.	167	...
Southside 2d mort. pref. 6's, J. & J.	100	...
Southside 3d mort. pref. 6's, J. & J.	70	...
Petersburg 1st mort. 8's, J. and J.	107	...
Petersburg 1st 5's, Class "A," J. & J.	86½	88
Petersburg 2d 6's, Class "B," A. & O.	76	77½
R., F. & P. 1st and 2d 6's, J. and J.	112	112½
R. and D. consol 6's, 1885	102	...
R. and D. consol 6's, 1890	104	...
R. and D. gold 6's, J. and J.	99	99½
R. and D. debenture, M. & N.	76	77½
R. and A. 1st mort. 7's, J. and J.	89	89½
Atlantic and Char. 7's, J. and J.	107	108½
Atlantic and Char. income 6's	87	88
C. C. and A. 1st mort. 7's, J. and J.	105	107½
C. C. and A. 2d mort. 7's, A. and O.	101	104
North Carolina R. R. 6's	103	...
Western North Carolina 7's, M. & N.	108½	105
RAILROAD STOCKS.	Par.	
C. and O. common	100	24 25
R., F. and P. common	100	67½ 69½
R., F. and P. 6 per cent. pref.	100	114 ...
R., F. and P. 5 per cent. pref.	100	127 ...
Col. and Greenville pref.	100	37 ...
Richmond and Petersburg	100	69 74
Richmond City	100	27½ 27¾
Richmond & Danville ex. div.	100	119 ...
Richmond and Alleghany	100	20 ...
Atlanta and Charlotte	100	72½ 73
Char., Col. and Augusta	100	52½ 58½
Atlanta and Charlotte ex. div.	100	71½ 71¾
North Carolina, ex. div.	100	87 90
North Western common	100	52½ 55½
North & West preferred	100	57 ...
Norfolk & Western common	100	20 22
Virginia Midland common	...	... 62
BANK STOCKS.		
National Bank of Virginia	100	92 95
Metropolitan National	100	111½ ...
Union Bank of Richmond	50	65 65½
City	25	26 ...
Farmers' Bank of Virginia	50	49 ...
INSURANCE COMPANIES.		
Virginia Home	25	22 ...
MISCELLANEOUS.		
Old Dominion Steamship Co.	100	112 ...
R. & W. P. T. R. W. & W. O. Co.	...	61½ 61¾

By Telegraph.

NEW YORK.

NEW YORK, September 26.—Note.—Stocks irregularly active. Money 6 per cent. Exchange—Long, 4 84½; short, 4 87½. State bonds neglected. Government bonds steady. Railroad bonds generally active and higher. Stocks somewhat irregular.

Alabama—Class A	95
" A, small	95
" B	95
" C	95
" D	95
Canada Southern	42½
Central and Northwestern	104
Central and Northwestern preferred	140
Erie	42½
Erie Tennessee Railroad	14
Georgia Railroad	120
Illinois Central	137½
Lake Shore	115½
Louisville and Nashville	74
Memphis and Charleston	38
Nashville and Chattanooga	60
New York Central	128½
Pittsburgh	136
Richmond and Alleghany	19½
Richmond and Danville	120
Rock Island	135½
South Carolina (new) consols	102
West Point Terminal	31½
Wabash, St. Louis and P.	30½
Wabash, St. Louis and P. preferred	68
Western Union	78½

BALTIMORE.

BALTIMORE, September 26.—Virginia 6's, consolidated, 55½; second series, 35½; new 10-40's, 42½ Bid (nominal).

COMMERCIAL.

GRAIN AND COTTON EXCHANGE.

RICHMOND, September 26, 1882.

OFFERINGS.

WHEAT.—White, 25 bushels. Red, 4,902 bushels.

CORN.—White, 1,000 bushels.

OATS.—1,450 bushels.

MEAL.—50 bushels.

SALES REPORTED TO SECRETARY.

WHEAT.—White, 300