# The Wheeling Intelligencer.

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## The Intelligencer.

### The Excursion to Cleveland To-Day.

Quite a number of business men from this city and Bridgeport will leave at 6 o'clock this morning for Black River Harbor, on Lake Erie, via the Tuscarawas Valley Railroad, striking that road at Urichsville, on the Panhandle road. They go up to inspect the 100 miles of road that have been completed between the Lake and Urichsville, to observe the character of the country through which it passes, to make notes of the business now doing, and to see the receiving and shipping facilities of the road at Black River Harbor, said to be the best harbor on Lake Erie, and a harbor where freight can be disposed of more expeditiously and economically than at Cleveland.

We are glad to know that the gentlemen who are going on the excursion will have an opportunity to meet with the leading men of the Tuscarawas road, including Mr. Chamberlain, the President, and thus come to a more definite understanding than now exists as to their reciprocity of interest in the completion of the line to this city. There is a very deep interest felt here in the completion of this road, but mingled with it there is a certain amount of misgiving and incredulity arising out of the experience of Wheeling in the past with railroads, the argument being that if the Tuscarawas road comes to West Wheeling it will in all probability seek a connection with the Baltimore & Ohio road at Bellaire; or if it really stops at West Wheeling that Tom Scott will buy it up and thus neutralize at once the idea of competition between it and the C. & P. road.

There is no decesive way at present to meet these arguments. No one has visited Wheeling during the present canvass for stock subscriptions who was deputized to pledge the Tuscarawas road to any definite policy. True, Mr. Card, the Superintendent and Engineer, has been with us twice, but he was not asked to meet these difficulties, except perhaps in a casual way, and even if he had been, he of course, could not have assumed to say anything of a conclusive character. But there are men at the other end of the route who can speedily satisfy any misgivings in regard to the policy of the road, and we doubt not that one of the good results of the excursion to-day—in fact its principal result—will be to establish a more definite understanding between the two ends of the line.

Just at this time Messrs. Scott and Garrett have their hands full of all the leased lines they can take care of. Their respective stocks are selling down in the market because, in part, of the very fact that they are not able to make their leases pay. This is particularly the case with Scott. Whether this will continue to be the case for an indefinite period in the future is a problem no one can now solve. He is sorely pressed just at present, and the road before him still looks rough. The news this morning looks war-like between the Baltimore & Ohio and the three great rivals.

Those who go to Cleveland to-day will have an opportunity to canvass this whole subject with Mr. Chamberlain, and he no doubt is prepared to furnish them with much information on this and all other points touching the combination of interests that center in the completion of the Tuscarawas road to the Ohio river at this point.

### A Big Railroad War Imminent.

It appears by a dispatch from New York that three Northern lines, the Pennsylvania, Erie and New York Central, have entered into an alliance, offensive and defensive, to carry the war into Africa against the Baltimore & Ohio unless that road promptly comes to terms. The Baltimore & Ohio is accused of violating the concordat entered into with so much formality last fall, and of carrying grain at frightfully low rates from Chicago to the seaboard. The fact that the grain receipts of Baltimore have been larger for weeks past than either New York or Philadelphia has apparently stirred up the rival lines. We notice by the exhibit for the three weeks ending March 17th, that the receipts of corn at Baltimore were 2,212,600 bushels, while at New York they were only 1,199,185, and at Philadelphia only 851,200 bushels. This would seem to indicate that Baltimore is becoming the great grain exporting port of the country. New York and Philadelphia do not propose to sit quietly by and allow themselves to be supplanted in that way.

In addition to the dispatch in an other column we have the following advices by mail in regard to the present threatening aspect of affairs between these rival railroads:

"To-day (Friday) in the course of an interview, William H. Vanderbilt, President of the New York Central, expressed himself freely. He said he knew the Baltimore & Ohio Road had been taking Western freights for whatever they could get, while the Central and Erie had strictly adhered to the schedule. When asked about the prospects of another railroad war, he replied: "I hardly know what you mean by 'railroad war.' If a man has a lot of apples to sell, he is likely to sell them to the fellow who wants them the most, and will pay him the most money, and if he wants to buy a lot he will buy them from the fellow who wants to sell the most, and will take the least money. That's the whole principle of the thing. Practically, we have five big railroads out of New York, and just about business enough for two; so you see there must be more or less struggle for the trade. All the railroads can do now is to get along as well and as economically as possible until better times. Then, perhaps, there may be business enough for all." Mr. Vanderbilt also charged that the Baltimore & Ohio not only discriminated against New York in the matter of rates, but paid a premium to vessels to clear from that port. As to the break of the compact, he said: "We are taking eastern bound freight at the same rate the others take it for, when we can find out what their rate is, and before I think we will take it lower still. About the prospects of another compact on freight: "What's the use to enter into compacts when the other fellows cheat you the first chance they get? Our policy is to bring freight to this city at the lowest rate that will pay, and we intend to do it."

Mr. Jewett, of the Erie, said the Eastern bound freight business of his road would be done in future without regard to schedules. He would take freight for whatever he could get, and as much of it as possible. No movement toward a further compact would come from him. He was tired of making compacts which were broken before the ink was dry.

Mr, Rose, of the Baltimore & Ohio, professed ignorance regarding Eastern bound freights, but did not believe his road was cutting under the schedule, as charged. The Baltimore & Ohio had always been made a scapegoat of the New York roads when they wanted to draw out of a compact.

Dealers in Western produce say they have been able to get their own terms for some time past, not only on freights from the West, but from ocean steamers. One gentleman said he recently made a contract on a quantity of pork from Chicago to Europe at 45 cents, and had shipped provisions from this city to Liverpool at 10s per ton. It is thought the railroad war will have the effect of advancing the rates of provisions to Europe, because it will bring a large quantity of grain to this port, and shippers prefer to handle that commodity or cotton to pork, tallow, lard, or other like substances. One of the White-Star steamers, rather than fill up with provisions this week, purchased a lot of stone ballast in order to carry an entire cargo of cotton.

The Pennsylvania Company deny having cut rates, and make counter-charges. All are thus at swords' points, and competition will be the rule for the present at least.

It is not impossible that a truce of some kind may be patched up once more between the great East and West lines, but we doubt it. The Baltimore and Ohio has advantages which it is bound to retain, even at the risk of its credit, and which, we apprehend, no combination can ignore or put out of the problem. It is unnecessary to point out that a new railroad war, with all the uncertainties of duration and fortune which it involves, cannot but precipitate a stock disaster of no mean proportions. Lake Shore touched 45¼ Saturday, the lowest which it has ever touched, since the Vanderbilt management, which held it above 90 through 1872. New York Central, which averaged 115 through March, 1876, was Saturday down to 89¾. The railroads are rapidly getting into the desperate case of the patriots of '76, whom Ben Franklin sought to comfort on signing the great declaration with the cheerful assurance,—"Now if we don't all hang together, we shall be pretty sure to hang separate."

The expensive "lines" and agencies by which freight is drummed up are found to be a great burden and a great cause of friction at this time. It is the interest of the agents to have flexible rates. They want to peddle, and the roads don't seem to be big enough to kick the peddlers off the track. These "lines" and agencies in both freights and passenger business are mere barnacles, they are an outgrowth of the days of railroad extravagance and inside rings, and we can see now no reason for their existence. The railroad, itself a middle-man and used by middle-men at both ends, deliberately allows another class of middlemen to stand between it and the public and to spread trouble between itself and its competitors. It seems that both economy and the control of their own interests admonish the railroads to dismiss all superfluous agencies and to cut off all needless embarrassments, before they sacrifice the property of innocent investors.

BUSINESS MEMORANDA.—The population of Moundsville is estimated at 2,000.

Patrick, of the Moundsville *National*, sees through the business situation more clearly than any man we read after. Here are his ideas tersely summed up:

"We may expect this year of the new administration to be backward until the advent of the fall. The usual activity in business circles is at present retarded by the great change wrought by the recovery from the panic of 1873. Anyhow it is not getting worse."

Moundsville seems to be indifferent on the Capital question. The *New State Gazette* says that "In conversation with a number of our citizens on this subect they have generally expressed themselves in favor of Charleston and Martinsburg. Anyhow, when the time comes to vote on the question the vote will be a small one unless there is more interest manifested than now.

The report of internal revenue receipts for March, 1877, shows a heavy falling off as compared with March, 1876. See Washington dispatch.

The monetary event of last week in Cincinnati was the financial crisis in the affairs of Si Keck. No one who has read a Cincinnati newspaper during the past six years will need to be told who Si Keck is. He has been a protean municipal politician, he has manufactured compost and has been conspicuous in his devotion to the Ross Rammer. He is, moreover, the capitalist of the Cincinnati base ball club, and his fame was deemed secure. In an evil hour he took to fighting pork in the Chicago market, and as the expected war did not break out promptly in the Balkan provinces or the Caucasus, the meat settled on Josiah until he found himself with $160,000 on the wrong side of the ledger. He has assets, however, including $10,000 of stock in the Ross Rammer, and so his creditors have assembled and kindly consented to float him through.

The new steam cars on the Philadelphia street railroads have so well substantiated the "noiseless" character claimed for them that the papers of that city are suggesting that this merit may lead to danger. They come up to the street crossings so quietly that foot passengers are unwarned, and there is even greater necessity for bells upon them, or some other mode of warning, than there is upon the horse cars.

Bismarck evidently thinks that war in Europe is imminent, and does not intend that Germany shall be unprepared for any emergency. Correspondence from Berlin reports that he intends to ask for new fortifications in Western Germany, Eastern Germany, on the coasts and around the arsenals; for a large number of new officers, and for an increase to the effective reserves estimated at 450,000 men.

The exportation of American beef to England has passed the stage of experiment and become one of the established enterprizes of the country. The business is rapidly increasing. Two years has converted a chimera into a profitable trade, and now scarcely a steamer quits New York without a cold room packed with meat for the foreign market. One line of steamers has meat carrying conveniences for 4,000 tons; two for over 1,500 tons; one for 1,300, and one for 320 tons. The English butchers resisted the trade in all possible ways, but in spite of their interested opposition American beef is in increasing demand in the markets of London, Liverpool, Manchester and Glasgow, and the new business promises to become one of the great industries of this country.

The grasshopper prospect, according to the investigations of the Chicago *Tribune*, is not very encouraging for the western farmers. The severe weather of March did not destroy the eggs to the extent that was hoped, and the usual number promise to be hatched as spring advances. The farmers, however, have profited somewhat by experience, and in many localities in Iowa, Kansas, Nebraska and Minnesota will take organized action, one measure quite generally adopted being the leaving the dried grass of the prairies to be burned over in the spring instead of the fall, thus destroying vast quantities of the insects before they have reached an able-bodied stage of growth.

The temper in which the New York Legislature is dealing with the life insurance question is not an amiable or discriminating one. Every amendment to the bill now under investigation, if it appears hostile to the companies, is forthwith adopted. One of the amendments adopted will compel the companies to make all their loans on property in New York State worth double the loan, or else to invest their funds in United States bonds, or bonds of New York State, or of any municipality in the State, in no case at more than their actual market value, and, excepting United States bonds, bearing a rate of interest not less than 5 per cent. It is well enough for the Legislature to regulate the expenditures and management of the companies. Their own evidence shows how necessary this is, but something more is needed for the full protection of the policy holders. Perhaps the most important measure that could be taken would be to require the companies to indorse upon each policy, at the time of issuing it, an equitable surrender value for each year. In this all the other needed reforms in accounts, management and fair dealing are involved.

### Rev. Dr. A. C. George's Transfer to Wheeling.

We regret exceedingly to be called upon to announce the transfer of Rev. A. C. George, D. D., from the Central N. Y. Conference, and from the pastorate of the Centenary Church of this city. It is not our place to call in question the wisdom of this act, for we are not the judge of the interests which his removal is designed to serve. He goes without question at the instance of Bishop Ames, who, without any previous intimation of his intention, sent Dr George a certificate of transfer, with an urgent request that he accept it with a view to an appointment to the Fourth Street Church in Wheeling, Va. But while we withhold judgment, and while we congratulate the Doctor on being thus in demand, we are bold to say that the demand must be a pressing one which would justify his violent separation from the interests with which he was connected in Central New York. A successful pastorate in one of the most important churches in Central New York Conference, is abruptly terminated in the middle of the second year. The Conference is itself deprived of one of its representative men—one whose experience and acknowledged ability gave weight to his counsels, and value to his services. Methodism in the State is deprived of the labors of one who is most intimately acquainted with its local needs. The place to which he was, a year ago, elected in the Board of Regents of the University of the State, is made vacant by his departure and consequent resignation. If all these things, incident to the Doctor's transfer, were duly considered,—why, then it becomes us to congratulate the Church in Wheeling on an importance which weighs so heavily against the best part of the Empire State. We certainly congratulate them on securing Dr. George as their pastor; and the West Virginia Conference on his accession to its ranks. It is unnecessary that we commend him to the confidence of either the Church or the Conference. He has won a wide reputation, by his ability and eloquence as a preacher; by his writings which have made his name familiar in all parts of the Church; by his identification with progressive spirit and enterprises of the Church; by his active interest in all great questions affecting the public weal; and by his bold, strong advocacy of all true reforms. On the whole, we take the matter philosophically, and conclude that the Doctor is one of those men who can not be localized.—*Northern Christian Advocate.*

### BUSINESS EMBARRASSMENT.

#### Suspension of a Stock Broker.

NEW YORK, March 31.—The suspension of Geo. D. Monroe was reported to the Stock Exchange, and a small amount of stocks for his account were sold out under the rule.

BANK SUSPENSION.

NEW BRUNSWICK, N. J., March 31.—The State National Bank here closed its doors at 1 o'clock to-day. The rumors of unsoundness caused depositors to withdraw their money freely for the past few days, yet the suspension created some consternation. The bank suffered from the panic of 1873, and in 1875 it instituted a suit against the Woodworth Carpet Company for nearly one million, and was defeated. A suspension followed, but the bank again resumed, and struggled along till the present. The quarterly statement, rendered January 9, showed its resources to be $675,000, and its liabilities the same figure.

BROKERS' SUSPENSION.

PHILADELPHIA, March 31.—P. T. Wiltbank & Co., stock brokers, suspended to-day. Liabilities not known.

### FIRE RECORD.

INDIANAPOLIS, April 1.—A special to the *Journal* from Xenia, Indiana, says: A large part of this place was burned this morning, including Conn's Hotel and Odd Fellows' Hall. Loss probably $25,000, with a known insurance of $7,000.

#### Louisville Bonds.

LOUISVILLE, March 31.—Eight hundred thirty-year bonds of the Louisville Water Company were sold to home capitalists to-day at ninety-six cents.

## BY TELEGRAPH.

ASSOCIATED PRESS REPORT.

*TO THE DAILY INTELLIGENCER.*

Louisiana Commission Leaves for New Orleans.

Gov. Chamberlain's Proposition for Settling the Issue in South Carolina.

A. Oakey Hall Turns Up in London.

Combination Against the B. & O. Railroad.

Rush Sloan's Coup de Etat---He Captures a Railroad.

### WASHINGTON.

#### Louisiana Commission.

WASHINGTON, March 31.—Judge Lawrence and General Hawley, of the Louisiana Commission had an interview with Secretary Evarts to-day, relative to their duties. General Harlan is the only other member of the Commission in Washington. The Commission leaves for New Orleans Monday.

PERSONAL.

The President and members of the Cabinet, with General Sherman and other army officers, visited the Arsenal this morning to review the troops there. At the conclusion of the parade the President returned to the Executive Mansion, and a Cabinet session was held, which still continues.

Peter R. L. Pierce has been appointed Postmaster at Grand Rapids, Michigan.

Commodore Wm. N. Jeffers has been appointed Chief of the Bureau of Ordnance, Navy Department.

Wade Hampton and Senator Gordon called on Alexander H. Stephens to-day, and discussed the South Carolina question.

Governor Hampton leaves on Monday. He expresses the belief that the Cabinet are determined to withdraw the troops from the State House as soon as he shall arrive in Columbia, probably Tuesday.

A FOREIGN POSTAL MATTER.

Postmaster General Key to-day forwarded to the authorities of the Netherlands copies of the plans and specifications of the new postoffices at Chicago, St. Louis and Port Huron, in response to a request for plans, &c., of the United States Postoffices of the most recent construction, to use in the preparation of designs for new postoffices in their own country.

APPOINTMENT.

The commission of Edgar M. Marble, of Michigan, to be Assistant Attorney General of the Interior Department, has been signed.

MILITARY.

Six companies of artillery leave for New England posts next week, leaving six companies in garrison at the arsenal.

GOV. CHAMBERLAIN.

Governor Chamberlain had a conference with Secretary Evarts and Schurz this afternoon, and says the question under discussion precluded the proposition to withdraw the troops, and he had received nothing on the subject from the President.

Attorney General Devens and Secretaries Evarts and Schurz and Postmaster General Key to-night called upon Gov. Chamberlain, concerning South Carolina affairs. The following are the propositions of Gov. Chamberlain submitted to the President:

The Republicans of South Carolina are actuated now, as at all times heretofore, by an earnest desire to adjust all political differences as to the lawful government in that State upon the basis of justice and and right. To that end the undersigned now submits the following propositions, agreeing to abide by such results as may be reached:

First—All returns of the election of Governor and Lieutenant Governor, together with all papers connected therewith, shall be submitted to a commission of five persons, who shall have power upon said returns and papers, and upon such other evidence, if any, as said commission may obtain relating to said election, and any allegations of fraud or irregularities which may be made, to find and declare the result of the election for Governor and Lieutenant Governor; or—

Second—All the returns of the election of the members of the House of Representatives, together with all the papers connected therewith, shall be submitted to a commission of five persons, who shall have power upon said returns and papers, and upon such other evidence, if any, as said commission may obtain relating to said election, and to any allegations of fraud and irregularities which may be made, to find and declare what persons have been duly elected members of the House of Representatives, and such persons shall assemble and organize as a legislative body, and thereupon the returns for Governor and Lieutenant Governor shall be submitted to the Senate and House of Representatives so constituted, and the election of Governor and Lieutenant Governor shall thereupon be ascertained and declared in the manner provided for by the Constitution of the State.

Respecting the manner of appointing said commission, the undersigned submits the following propositions:

First, the commission shall be appointed by the President of the United States in such manner as he shall deem best; or, second, two persons shall be chosen by each party respectively, which persons, with the Chief Justice of the United States, shall constitute the commission; or, third, two persons shall be chosen by each party respectively, and the fifth person shall be drawn by the other four by lot, or otherwise, as they may deem best.

The foregoing propositions are presented solely with a view to the practical adjustment of the present difficulties, and the undersigned, on behalf of the Republicans of South Carolina, while submitting them, affirm that their course heretofore in relation to the election of Governor and Lieutenant Governor, and the organization of the House of Representatives, has been strictly just and legal, and that the State government, which the undersigned represent, is in all respects lawful, and the only lawful government of South Carolina.

JOHN J. PATTERSON,
DANIEL H. CHAMBERLAIN,
DAVID T. CORBIN.

WASHINGTON, April 1.—Gen. Hampton said to-day that in the event of the troops being removed from the State House at Columbia, he thought there would be no difficulty in peaceably securing the State government without resorting to legal proceedings.

#### Gen. Grant at St. Louis.

ST. LOUIS, March 31.—Gen. Grant arrived here to-night and took rooms at the Lindell Hotel.

#### Tilton Going West.

CHICAGO, March 31.—Florence and Theodore Tilton are at the Palmer House, en route for San Francisco.

### CRIMINAL AFFAIRS.

#### Memphis Shooting Affair.

MEMPHIS, March 31.—It has transpired that the man who shot M. M. Beach, the sewing machine agent, last night, was Sevin H. Coe, of the firm of Clarke, Johnson & Co., cotton factors, who sent word to the police last night, that he had no idea of leaving the city and would surrender himself this morning. Coe's friends state that the trouble grew out of repairing a sewing machine, the agent wanting more than he had at first agreed to repair it for. On Mrs. Coe offering him the amount agreed upon, he grossly insulted her. Beach is a precarious condition, having been shot through the lungs just above the heart. The ball was extracted near the shoulder blade.

Beach, who was shot last night, is still alive, but in a critical condition.

DOMESTIC TRAGEDY IN MAINE.

BOSTON, March 31.—Last night the son of Alfred Cox, of West Bowdoin, Maine, aged fourteen, killed his father as he was returning from church. The father and son were at church. The son making a slight disturbance, the father told him to go forward and occupy another seat. The boy took his hat and left the church, going directly home. He took a gun, and, meeting his father entering the yard, shot him dead. The boy is said to be insane.

STABBING AFFRAY.

In a fight yesterday Darius Manchester fatally stabbed Todd Durfee.

VICIOUS ATTACK ON A CRIPPLE.

ELYRIA, O., March 31.—A cooly planned attempt at murder and robbery was perpetrated in Vermillion, this county, last night about 11 o'clock, J. Kalb, formerly of Vermillion, now living in Cleveland attacked Mr. E. Dewitt in his grocery store, with a knife, and stabbed him seven or eight times in the head, body and hands. Dewitt is a cripple and could not defend himself, but called loudly for help, and Kalb got frightened and jumped through a show-window and fled before he finished his job. The whole neighborhood is aroused, and it seems impossible for the villian to escape. It is thought Dewitt's wounds will not prove fatal.

LATER.—J. Kalb, the fellow who stabbed E. Dewitt in his grocery store last night, in Vermillion, was caught near Birmingham, this afternoon, and is now in jail. Dewitt is doing well, and it is thought he will recover.

#### A Seditious Clergy.

PANAMA, March 22.—Columbia advices are favorable to the government cause since the banishment of Bishop Bermudez, but the clergy are more desperate than ever. On February 25 the Archbishop of Bogata preached a seditious sermon, which led to the adoption by the House of Representatives of a resolution pledging support to the Chief Magistrate in measures to crush the heads of the monetary and priestly oligarchy, which directs, incites and sustains war against the national institutions. The Chamber urges executive power, that as soon as the Prelate throws himself openly in the road of sedition his effects will be appropriated, and the Archispiscopal Palace used as an office for the Secretary of War and of the Marine and seditious prelate, banished from the Republic. The conflict is assuming more and more character of a religious war. A battle occurred near Manizalas, in the State of Canes, March 10, which resulted in a victory for the Government forces. An official dispatch from the field says that the battle lasted seven hours. It took place between some corps of the centre of General Trujillos' line and a force of the enemy more than double their number strongly entrenched which was disloged and completely routed. The loss on both sides was heavy.

### LOUISIANA.

#### An Economical Administration Claimed for the Nicholls Government.

NEW ORLEANS, March 31.—It is claimed by the friends of the Nicholls Government the reductions effected by the Nicholls Legislature in the system of assessment and the collection of revenue in the judicial, legislative, parochial and municipal expenses of the State, exceeds $900,000 per annum. Many of the cumbersome laws have been simplified, and satisfactory arrangements are being perfected for the payment of the July interest on the State debt. The collection of taxes in the First District of New Orleans exceeds $115,000.

#### Repudiates the Council of Nine.

SAN FRANCISCO, April 1.—A Chico dispatch says that owing to the obloquy cast on the Labor Union by the recent disclosures, the more respectable portion of that order assembled last evening and denounced the action of the Council of Nine as being unsanctioned by the organization, and to restore the peace and confidence of the community it was unanimously resolved to disband the order. The citizens' committee are working actively to insure a vigorous prosecution of the parties arrested. Every precaution is enforced to prevent the possibility of an escape or rescue. The town is returning to its wonted quiet.

#### Obituary.

CHICAGO, March 31.—Joseph P. Clarkson, the eminent dramatic lawyer, who accidentally shot himself, Thursday, at his home in Evanston, died this morning.

NEW YORK, March 31.—The *Times* announces that Simon K. Burkholder, of the firm of Burkholder & McCutchen, flour and grain dealers, 141 Pearl street, died yesterday morning of Bright's disease, after a short illness. He was one of the oldest members of the Produce Exchange.

#### A Reverend Fraud.

TOPEKA, March 31.—The officers of the Atchison & Sante Fe Railroad received information to-day that one Rev. Carly Brown, of Sedgwick, Kansas, was in New York soliciting aid on account of the devastation by grasshoppers last year. No damage was done in that section last year, and the crops were good. Citizens of Sedgwick publish a card denouncing Brown as a first-class fraud.

#### Supposed to be Lost.

NEW YORK, April 1.—Nine vessels of the Long Island fishing fleet, which left for the banks last November, are so long overdue that it is believed they were lost in the recent gales with all on board, numbering 95 men, most of whom leave wives and chilren. The vessels were valued at about $60,000; nearly covered by insurance.

#### An Easter Storm.

OMAHA, April 1.—A heavy wind storm prevailed during last night and to-day; it has blown down many signs, chimneys, fences, &c.

Easter celebration was unusually fine. There were services in all the churches in the city to-day.

#### Railroad Strike.

PHILADELPHIA, April 1.—A general strike is imminent on the Philadelphia & Reading Railroad, in consequence of the order issued to their employees, to sever a connection with the Brotherhood of Locomotive Engineers.

#### Revenue for March.

WASHINGTON, April 1.—The Internal Revenue for March is $7,792,502 97, against $8,293,252 for March 1876.

### OAKEY HALLERY.

#### Arrival of the Fugitive Ex-Mayor in Liverpool—How he Was Recognized, and the Story of His Flight—He Makes the Voyage in a Freight Steamer, Under the Name of W. E. Sutcliffe.

LIVERPOOL, March 31.—The Liverpool steamer Victoria, from Boston, March 17, has arrived. A representative of the Associated Press, acquainted with A. Oakey Hall, boarded the Victoria at 2 o'clock this morning. He learned that a passenger answering Hall's description was aboard. This passenger arose at daylight, and was found a little later in the cabin examining the log. Hall was immediately recognized in the passenger, who was known on board as Mr Sutcliffe. He has about a fortnight's growth of mustache and side whiskers, and was dressed in old clothes, dark blue shirt, red scarf, small, common cap and spectacles, instead of the customary eyeglasses. The reporter adds: I asked to see him privately, and he led the way to his stateroom. I said "A. Oakey Hall disappeared from New York a fortnight ago, and was believed to be on the steamer Victoria." Hall replied: "Well, what of that?" I told him I knew Hall perfectly by sight, and he was the man. He replied that I was mistaken. I told him I knew he was Hall, and that his family were terribly anxious, and that his friends in New York were much excited about him. He asked why they should be excited, and then made a remark about the weather in an unconcerned way and went out to breakfast. He repeatedly denied he was Hall, and told me he was on his way to Bristol. After breakfast we left the ship. As I helped him down the ladder, he asked me if I had found my friend yet. He now wore an old ulster overcoat. On landing he went to the office of Warren & Co., agents of the Victoria, thence to the telegraph office, and finally to the Northwestern Railway Station, where he took a second-class ticket and left by the noon train for London, and is due at the Euston Station at 5:30 P. M.

NEW YORK, March 31.—There is hardly room for doubt that A. Oakey Hall, of New York, is the passenger, Sutcliffe, discovered to-day on the steamship Victoria, arrived at Liverpool. He engaged passage on Monday, the 12th inst., and on the same evening attended the opening performance at the Globe Theatre of "London Assurance." During the day he called at the office and asked whether he could take passage on the Victoria, and how soon she would sail. Mr. O'Hara, clerk, told him she would probably sail the 17th, and that she was only a freight ship, but if he liked to go as a passenger he could be accommodated. Hall expressed a desire to engage passage, and the transaction was completed by his paying the price, $80, giving his name as W. E. Sutcliffe, from Quebec. The clerk thought it queer that a gentleman should choose a freight ship, when he could have easily taken a passenger steamer, and subsequently, when the newspapers gave publicity to Hall's flight for Europe on the 17th, the date of the Victoria's departure, he was naturally reminded of the solitary passenger. Seeing a picture of the ex-Mayor, he declared that W. E. Sutcliffe must be Hall.

The murder and suicide and financial embarrassment stories, coined in turn to account for his disappearance, are now dispelled. It is said, by one who knew Hall well, that his outstanding liabilities will not aggregate $250. He was not before his departure disposed to suicide, and he was too good-natured a gentleman to invite murder.

The steward's statement, telegraphed from London, about the disposition of the Victoria's passenger for punning, is strong confirmation that the missing ex-Mayor has been found.

The *Express* says that "the ex-Mayor left the city and country as he did and when he did on account of the Tweed trial. We think it will be made evident to all when the full exposure of names and dates are laid before the public." The statement is made that as much as $80,000 was paid for getting through the Tweed charter, and that the members of the Legislature, Democratic and Republican, shared alike. We hear also of drafts as high as $30,000, and running down from $20,000 to $5,000, having been paid by a roundabout process through parties who may not have been directly interested, and every draft must have borne the signature of Mayor Hall. What has delayed Tweed's release has been the necessary reconveyance of the transferred property back to himself and by him to the city. It is understood the Putnam county property is included in this transfer, and that water privileges of the lakes under contract are also to be transferred."

LONDON, March 31.—A telegram just received from Liverpool shows that A. Oakey Hall, the missing ex-Mayor of New York, is in that city. The telegram is as follows:

"LIME STREET RAILWAY STATION,
LIVERPOOL, March 31—11:10 A. M.

"A. Oakey Hall has taken a ticket to London. He missed the 7 o'clock train, and will probably go by the next, at noon."

MR. HALL IN LONDON.

When Hall (Sutcliffe) arrived at Euston Station he employed a porter, who took two black Japanese leather carpet bags marked "G," and a roll of rugs. They walked to the Gower Street Station of the Metropolitan Underground Railway, where the porter left the traveler, who took a third-class ticket for Notting Hill Gate Station. He was evidently unacquainted with the route, for he inquired frequently of his fellow-passengers, and seemed nervous. At his destination he took a Hansom cab and drove to a small, quiet, private house near by. He was eveidently expected, as the door opened without ring or knock, and he passed in immediately with his luggage. He was not met at the station by an acquaintance, at least he was not recognized by any one so far as could be seen.

The Victoria's passenger is above medium height, dressed as described in a Liverpool dispatch, and walks with a swinging gait. His face, recently clean shaven, is now covered with rough, gray stubble. He strenuously denies he is A. Oakey Hall.

The steward of the Victoria volunteers the statement that Sutcliffe was the greatest fellow for making puns he ever met, and an attache of the Associated Press, who saw and conversed with Sutcliffe at Liverpool, affirms his confidence there is no mistake about him being A. Oakey Hall.

#### Weather Indications.

WAR DEPARTMENT,
OFFICE OF THE CHIEF SIGNAL OFFICER,
WASHINGTON, D. C., April 2—1 A. M.

PROBABILITIES.

For the Lower Lakes light rain, followed by clearing and colder weather, west to northwest winds and rising barometer.

For Tennessee and the Ohio Valley colder and clear or partly cloudy weather, except during the morning, light rain in the East, north to west winds and rising barometer.

### FRANCE.

PARIS, March 31.—The Budget Committee, though almost exclusively Radical, refused to adopt the draft of the report on public worship estimates, drawn by Guichard, on account of its violent hostility to Catholicism, and directed Guichard to remodel the report.

### RAILWAY MATTERS.

#### Rush R. Sloane Again on Deck.

SANDUSKY, March 31.—This city is greatly excited over the change in the management of the Cleaveland, Sandusky and Cincinnati Railroad. So far as is known, Rush R. Sloane got an order from Judge Finnefrock of Fremont, yesterday, for the appointment of James Lea as Receiver. Lea filed his bonds and took possession this morning. Sloane is the real manager of the road. Orders have been issued to discharge all the men employed by the late Boston managers, and a complete change will be made in the *personnel* of the company. The change will involve a suit at law, which will probably end in the supremacy of the late managers. In this city, however, the popular feeling is against the late management, not because of any love for Sloane, but because of the discharges *from time to time*, of Sandusky men by the Boston managers. Sloane is jubilliant. He is on deck, and in possession, Moderate men regard it as a shrewd trick, which, for the time, is successful. Sloane has many warm friends, who are rejoicing over his success.

SLOANE SENSATION.

SPRINGFIELD, March 31—A grand sensation was caused in railroad circles here by the *coup d'etat* in the Cincinnati, Sandusky & Cleveland Railroad affairs, this being the southern terminus, in fact, of the line, and the home of the Superintendent. The news that Rush Sloane had control was soon followed by orders to the employes and officials to follow his directions as General Manager, which will be obeyed. It seems probable that the boys will calmly await the next turn of the wheel.

COMPROMISE.

NEW YORK, March 31.—The court here has empowered Receiver Jewett, of the Erie Railway Company, to compromise and discharge the claims in the suit of the company against the London Banking Company (limited) pending in London.

AN UNDERSTANDING BETWEEN VANDERBILT, JEWETT AND SCOTT.

NEW YORK, March 31.—The *Times*, of Sunday, says Messrs. Vanderbilt, Jewett and Scott, of the New York Central, Erie and Pennsylvania Railways, held a secret meeting in the Grand Central Depot, yesterday afternoon. They acknowledge that they have come to an understanding, but refuse at present to give the particulars. It is asserted, however, on good authority, that they have formed an alliance, offensive and defensive, against the Baltimore & Ohio road. Another report says measures were adopted to instruct agents to make contracts at the same rates for freight as the Baltimore & Ohio Railroad, and, if necessary, lower.

### SPORTING NEWS.

#### Trotting at San Francisco—Goldsmith Maid and Rarus Try Their Mettle—The Maid Winner in Three Straight Heats—Time, 2.22 1-2, 2.16 3-4 and 2.18 1-4.

SAN FRANCISCO, March 31.—At San Jose to-day, Goldsmith Maid and Rarus contended for a purse of $3,000, mile heats, best three in five, to harness. There was a large attendance. The weather was fine and the track in excellent condition. The pools sold $10 to $1 in favor of the Maid. Budd Doble drove the Maid, and J. Splann drove Rarus. The latter drew the pole.

First Heat—Got of well together at the third attempt. At the quarter pole the Maid drew ahead; time :35¼; widening the gap to the half pole; passing it in 1:12½. Rarus then pressed the Maid closely and nearly got abreast of her, but on the home stretch the Maid drew slightly ahead, winning by half a length in 2.22½.

Second Heat—A good start, after scoring twice. The Maid took the lead, making the first quarter in :34¼, Rarus close behind; half-mile pole passed in 1:09; down the home stretch they came at a tearing pace, Rarus doing wonderfully well, the Maid only leading him half a length under the string in 2:16¾, the fastest time made in the State, except that of Occident at the State Fair in 1873, which was the same.

Third Heat—The Maid took the lead, making the quarter pole in :34¾, the half in 1:08¼, and winning by a neck in 2:18¼. By the conditions of the race, as the Maid did not beat 2:16¾, the purse was reduced to $2,000.

### CASUALTIES.

#### Five Persons Burned to Death.

POUGHKEEPSIE, N. Y., March 31.—A frame house at Rhine Cliff, occupied by Peter Burns and family, was burned last night, and Mrs. Burns and four children perished in the flames. Finding escape by the stairway cut off, Mrs. Burns threw a bed out of the window, and on it dropped an infant child and another, but the rush of the flames and smoke prevented the further saving of life. Her husband was absent.

SUICIDE.

MEMPHIS, March 31.—William Holder, crazed from excessive drink, suicided this afternoon, by severing the arteries of his neck with a razor.

### LOWER CALIFORNIA.

#### Mariscal Nominated for Governor of Sonora—Late Mexican News.

SAN FRANCISCO, March 31.—A Tucson dispatch says General Mariscal was nominated for Governor of Sonora by the Ures Convention. There was no opposition.

The news from the interior of Mexico was unfavorable to Diaz. At Mazatlan the customs officers had all been removed, and similar action was expected at Guaymas. Notice is given that the next Mexican Congress will be asked to grant a new railway franchise through Sonora to Arizona. It is understood to be in the interest of Mexicans and New Yorkers.

#### Ex-Governor Brown.

ATLANTA, March 31.—Gov. Brown, of Tennessee, in an interview, states that he only accepted a position on the Commission to Louisiana after frequent solicitations and the urgent advice of leading Democrats in Washington and New Orleans. He hopes the Commission may be able to forward the President's policy of pacification, but can see no feasible plan for doing so now. He thinks the way will be found clear when the Commission reaches Louisiana and takes in the situation. He will heartily co-operate in doing what the President desires in the interest of establishing the rightful government.

#### Marine Intelligence.

NEW YORK, March 31.—Arrived—Steamships State of Nevada, from Glasgow, and Rhein, from Bremen.

HALIFAX, March 31.—Arrived—Scotia, from London.

NEW YORK, April 1.—Arrived—Steamship Brittannic, from Liverpool.

HALIFAX, April 1.—Arrived—Steamship Polynesia, from Liverpool.

PLYMOUTH, April 1.—Arrived—Steamship Labrador, from New York.

QUEENSTOWN, April 1.—Arrived—The steamer City of Berlin, from New York.

ST. LOUIS, April 1.—Arrived—Rhodes, Pittsburgh; Golden Eagle, Keokuk; City of Chester, Memphis. No departures. River stationary. Weather cloudy and much cooler.

## FOREIGN NEWS.

### THE EASTERN QUESTION.

#### Proctocol Signed.

LONDON, March 31.—It is officially announced that the proctocol has been signed. The *Times'* leader says: "We can not see Turkey in the background behind all these fair arrangements of the Powers. So much depends on what the Porte will do or decline to do, and Russian disarmament is promised in expectation of so many things which may not be easily fulfilled. On the contrary, the dominant feeling in Constantinople is still one of defiance. In their present temper the two Empires' suggestion of negotiations for the common disarmament, to be carried on by the Turkish delegate at St. Petersburgh, does not appear promising. It may be said that the success or failure of this new attempt at pacification must be decided at Constantinople. The government is, in the circumstances, fully justified in sending out Mr. Layard. The Turks are full of animosity against Russia and distrust of Russia's seeming abettors and may be even less reasonable than three months ago. Many interpret Russia's overtures as signs of pusilanimity and weakness. Layard has had experience with the Turks, and perhaps there is no Englishman to whom they would more readily listen. To him and the other Embassadors we must look to impress upon the Porte the expediency of doing nothing which may be represented as nullifying the proctocol."

CHANGES IN THE CONSTANTINOPLE GARRISON.

A Pera dispatch explains the changes in the Constantinople garrison. It says: "The garrison exhibited symptoms of sympathy with the seditious Softas, and is being gradually removed and replaced by recruits from Servia and other remote provinces—uncouth, wild looking men, on whose readiness to fire the Government thinks it can rely. There are many Turks as well as Christians who only look for a chance of safety in foreign intervention